Table Of Contents

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted

Online Forms

1. SF-424 Application for Federal Assistance (Version 2.0)
2. SF-LLL Disclosure of Lobbying Activities
   - (Mail-In Signature Page): Required Signature Page - Please sign & mail in.
3. SF-424C Budget Information - Construction Programs

Additional Information to be Submitted

1. Corridor Service Overview (Required; Upload template as an attachment)
   - (Upload #1): Corridor Service Overview - DT
2. HSIPR Track 2 - Corridor Programs Application Form (Required; Upload template as an attachment)
   - (Upload #2): Application-DT
3. Supporting Forms: Track 2 Corridor Program Data (Required; Upload template as an attachment)
   - (Upload #3): Corridor Program Data-DT
4. Supporting Forms: Track 2 Component Project Data (Optional; Upload template as an attachment)
   - (Upload #4): Component Project Data-DT
5. Service Development Plan (SDP)or Equivalent (Required; Upload your own document as an attachment)
   - (Upload #5): SDP-DT
6. Preliminary Engineering (PE) Materials (Optional; Upload your own document as an attachment; Required prior to award for FD/Construction projects)
   - (Upload #6): PE-Straight Line-DT
   - (Upload #7): PE Stringline-DT
   - (Upload #8): PE-Schematic-DT
   - (Upload #9): PE-Stations-DT
   - (Upload #10): PE-UP Estimates-DT
7. Service NEPA Documentation (Required; Upload your own document as an attachment) and Project NEPA Documentation (Optional; Upload your own document as an attachment; Required prior to award for FD/Construction projects)
   - (Upload #11): NEPA-EA-DT
   - (Upload #12): NEPA Draft FONSI-DT
8. Project Management Plan or Equivalent (Required; Upload your own document as an attachment)

- (Upload #13): PMP-DT

9. Stakeholder Agreements (Required; Upload your own document as an attachment)
   - (Upload #14): Stakeholders Agreement-DT
   - (Upload #15): Stakeholder-Amtrak -DT
10. Financial Plan or Equivalent (Required; Upload your own document as an attachment)
   - (Upload #16): FP-DT
11. SF424D Assurances-Construction (Required; Upload template as an attachment)
   - (Upload #17): 424D-DT
12. Federal Railroad Administration Assurances & Certifications (Required; Upload template as an attachment)
   - (Upload #18): FRA Assurances-DT
13. Comprehensive Executed Partnership Agreements (Optional; Upload your own document as an attachment; Required prior to award)
   - (Upload #19): Partnership Agreements_DT
14. Map of Planned Investments (Optional; Upload your own document as an attachment)
   - (Upload #20): Map of Investments-DT
15. Additional Supporting Documents (Optional; Upload your own document as an attachment)
   - (Upload #21): Support Letters-DT

Note: Upload document(s) printed in order after online forms.

OMB Number: 4040-0004
Expiration Date: 07/31/2006

Application for Federal Assistance SF-424 Version 02

* 1. Type of Submission:	* 2. Type of Application:	* If Revision, select appropriate letter(s):
☐ Preapplication	☒ New	
☒ Application	☐ Continuation	* Other (Specify)
☐ Changed/Corrected Application	☐ Revision	

* 3. Date Received:	4. Applicant Identifier:
10/02/2009	

5a. Federal Entity Identifier:	* 5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:	7. State Application Identifier:
10/02/2009	

8. APPLICANT INFORMATION:

* a. Legal Name:	Illinois Department of Transportation

* b. Employer/Taxpayer Identification Number (EIN/TIN):	* c. Organizational DUNS:
37-1355033	133600754

d. Address:

* Street1:	100 W. Randolph
Street2:	
* City:	Chicago
County:	
* State:	Illinois
Province:	
* Country:	UNITED STATES
* Zip / Postal Code:	60601-3229

e. Organizational Unit:

Department Name:	Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:	Mr.	* First Name:	George
Middle Name:	E		
* Last Name:	Weber		
Suffix:			

Title:	Bureau Chief
Organizational Affiliation:	Illinois Department of Transportation
* Telephone Number:	312-793-4222
Fax Number:	312-793-1251
* Email:	george.weber@illinois.gov

Application for Federal Assistance SF-424 Version 02

9. Type of Applicant 1: Select Applicant Type:

State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

-Passenger and Freight Railroad Programs

11. Catalog of Federal Domestic Assistance Number:

20.319

CFDA Title:

High-Speed Rail/Intercity Passenger Rail Program

*** 12. Funding Opportunity Number:**

FR-HSR-09-003

* Title:

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs

13. Competition Identification Number:

FR-HSR-09-003-010439

Title:

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs

14. Areas Affected by Project (Cities, Counties, States, etc.):

Chicago-Summit-Argo-Lemont-Lockport-Joliet-Wilminton-Dwight-Pontiac-Bloomington-Normal-Lincoln-Spring-Carlinville-Alton,Counties-Cook-Will-Livingston-McLean-Logan-Sangamon-Macoupin-Madison

*** 15. Descriptive Title of Applicant's Project:**

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424 Version 02

16. Congressional Districts Of:

* a. Applicant: 3-4-7-

* b. Program/Project: see 16

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date: 04/01/2010

* b. End Date: 09/01/2014

18. Estimated Funding ($):

* a. Federal	3131000000
* b. Applicant	2000000
* c. State	0
* d. Local	1800000
* e. Other	81000000
* f. Program Income	0
* g. TOTAL	3215800000

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

☐ Yes ☒ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ **** I AGREE**

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Mr. * First Name: George

Middle Name: E

* Last Name: Weber

Suffix:

* Title: Bureau Chief

* Telephone Number: 312-793-4222 Fax Number: 312-793-1251

* Email: george.weber@illinois.gov

* Signature of Authorized Representative: * Date Signed:

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Standard Form 424 (Revised 10/2005)
Prescribed by OMB Circular A-102

Application for Federal Assistance SF-424 Version 02

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

DISCLOSURE OF LOBBYING ACTIVITIES

Approved by OMB
0348-0046

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352
(See reverse for public burden disclosure.)

1. Type of Federal Action:
[b] a. contract
b. grant
c. cooperative agreement
d. loan
e. loan guarantee
f. loan insurance

2. Status of Federal Action:
[a] a. bid/offer/application
b. initial award
c. post-award

3. Report Type:
[a] a. initial filing
b. material change
For Material Change Only:
year _____ quarter _____
date of last report _____

4. Name and Address of Reporting Entity:
[X] **Prime** [ ] **Subawardee**
Tier _____, *if known*:
Illinois Depardtment of Transportation
100 W. Randolh
6-600
Chicago, IL 60601-5195
USA
Congressional District, *if known*:

5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime:
Congressional District, *if known*:

6. Federal Department/Agency:
Federal Railroad Administration

7. Federal Program Name/Description:
CFDA Number, *if applicable*: 20.319

8. Federal Action Number, *if known*:

9. Award Amount, *if known*:
$

10. a. Name and Address of Lobbying Registrant
(*if individual, last name, first name, MI*):

b. Individuals Performing Services (*including address if different from No. 10a*)
(*last name, first name, MI*):

11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Signature: _____
Print Name: George Weber
Title: Bureau Chief of Railroads
Telephone No.: 312-793-4222 Date: 10/02/2009

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Standard Form LLL (Rev. 7-97)

Approved by OMB
0348−0046

DISCLOSURE OF LOBBYING ACTIVITIES
CONTINUATION SHEET

Reporting Entity: Illinois Depardtment of Transportation Page 2 of 2

The Illinois Department of Transportation will not have any
3rd parties lobbying on behalf of the agency

Congressional Districts for Projects-3-4-7-11-12-15-17

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Standard Form − LLL−A

OMB Approval No. 0348-0041

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	$ 20902241.00	$ 0.00	$ 20902241.00
2. Land, structures, rights-of-way, appraisals, etc.	$ 203684009.00	$ 0.00	$ 203684009.00
3. Relocation expenses and payments	$ 0.00	$ 0.00	$ 0.00
4. Architectural and engineering fees	$ 161110190.00	$ 0.00	$ 161110190.00
5. Other architectural and engineering fees	$ 20902241.00	$ 0.00	$ 20902241.00
6. Project inspection fees	$ 167214893.00	$ 0.00	$ 167214893.00
7. Site work	$ 71554626.00	$ 0.00	$ 71554626.00
8. Demolition and removal	$ 280990782.00	$ 0.00	$ 280990782.00
9. Construction	$ 1561265180.00	$ 0.00	$ 1561265180.00
10. Equipment	$ 0.00	$ 0.00	$ 0.00
11. Miscellaneous	$ 0.00	$ 0.00	$ 0.00
12. SUBTOTAL *(sum of lines 1-11)*	$ 2487624162.00	$ 0.00	$ 2487624162.00
13. Contingencies	$ 727999838.00	$ 0.00	$ 727999838.00
14. SUBTOTAL	$ 3215624000.00	$ 0.00	$ 3215624000.00
15. Project (program) income	$ 0.00	$ 0.00	$ 0.00
16. TOTAL PROJECT COSTS *(subtract #15 from #14)*	$ 3215624000.00	$ 0.00	$ 3215624000.00

FEDERAL FUNDING		
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.	Enter eligible costs from line 16c Multiply X 98 %	$ 3,151,311,520.00

Previous Edition Usable

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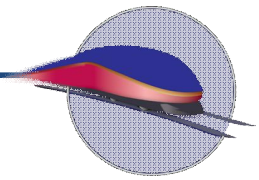
Standard Form 424C (Rev. 7-97)
Prescribed by OMB Circular A-102

Upload #1

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	Corridor Service Overview - DT

Corridor Service Name: IL-Chicago-St.Louis-Double Track *Date of Submission:* 10/02/09 *Version Number:* 0

High-Speed Intercity Passenger Rail (HSIPR) Program



Track 2-Corridor Programs: Corridor Service Overview

Welcome to the Corridor Service Overview form for Track 2-Corridor Programs of the Federal Railroad Administration's (FRA's) High-Speed Intercity Passenger Rail (HSIPR) Program.

The purpose of the Corridor Service Overview is to (1) serve as a navigation tool for application(s) related to a particular corridor service, (2) allow applicants to present their comprehensive vision for the development of a corridor service, and (3) demonstrate regional coordination in the development of the corridor service.

Definition: For purposes of Track 2, a "corridor program" is "a group of projects that collectively advance the entirety, or a 'phase' or 'geographic section,' of a corridor service development plan." *(Guidance, 74 Fed. Reg. 29904, footnote 4).* **A corridor program must have independent utility and measurable public benefits.**

The Corridor Service Overview lists all the applications associated with a particular corridor service (including any Track 2 programs, as well as projects applied for under Tracks 1, 3, and 4). The Overview also lists potential applications for programs and projects supporting the same corridor service that are anticipated under future rounds of the HSIPR Program. For each corridor service, regardless of the number of applicants or applications involved, a Corridor Service Overview must be submitted. In addition to a Corridor Service Overview, an applicant must submit a Track 2 Application Form for each corridor program.

We appreciate your interest in the HSIPR Program and look forward to reviewing your Corridor Service Overview and Track 2 application(s). If you have questions about the HSIPR Program or the Application Forms and Supporting Materials for Track 2, please contact us at HSIPR@dot.gov.

Instructions for the Corridor Service Overview Form:

- Please complete this form electronically.
- In the space provided at the top of each section, please indicate the Corridor Service name, date of submission (mm/dd/yyyy) and an application version number assigned by the applicant. The distinct Corridor Service name should be less than 40 characters and adhere to the following convention: State abbreviation-route or corridor name that is the subject of the Corridor Service Overview (e.g., HI-Fast Corridor). If more than one State is involved in the corridor service, the State abbreviation should be that of the State that is submitting the overview; only one State abbreviation may appear in the Corridor Service name. If projects supporting the same Corridor Service were applied for under Tracks 1a, 1b, 3, or 4, the Corridor Service name must include the same "route or corridor name" that was used in those earlier applications.

- For completion of question 3, at least one corridor **program name** is required. This corridor program name must be the same name used in the Track 2 Application submitted for that program. The corridor program name must be less than 40 characters and must consist of the following elements, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor name, and (3) a corridor program descriptor that will concisely identify the program's focus (e.g., HI-Fast Corridor-Main Stem).
- For completion of question 3, one or more **project name(s)** may be required. In question 3 only list projects already submitted under another track, or exclusively utilizing funding sources other than HSIPR, or intended to be submitted in the future. (I.e., do not list projects that are exclusively components of a Track 2 Corridor Program application). When listing a project already submitted under another track, please use the exact same project name as provided in the original application. For projects not previously submitted, please use a distinct project name according to the following naming convention, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor service name; and (3) a project descriptor that will concisely identify the project's focus (e.g., HI-Fast Corridor- Wide River Bridge).
- For each question, enter the appropriate information in the designated gray box.
- Narrative questions should be answered within the limitations indicated.
- Applicants must upload this completed Corridor Service Overview as an attachment to each Track 2 Corridor Program application to which it pertains. The Overview, the applications, and all other application materials must be uploaded to www.GrantSolutions.gov by October 2, 2009 at 11:59 pm EDT.

A. Point of Contact and Overview Information

<table>
<tr><td colspan="3">(1) Corridor Service Point of Contact (POC) Name:
Mr. George Weber</td><td colspan="3">POC Title:
Bureau Chief, Railroads</td></tr>
<tr><td>Street Address:
JRTC, Suite 6-600, 100 W. Randolph St.</td><td>City:
Chicago</td><td>State:
IL</td><td>Zip Code:
60601</td><td>Telephone Number:
(312) 793-4222</td></tr>
<tr><td colspan="3">Email: george.weber@illinois.gov</td><td colspan="3">Fax: (312) 793-1251</td></tr>
<tr><td colspan="6">(2) Name of all States and organizations that are part of this corridor service: Illinois</td></tr>
</table>

Master List of Related Applications: Please detail each activity for which HSIPR funding is being requested, or which is directly related to the Corridor Service. Applicants should list submissions for all Tracks which are linked to this Corridor Service Overview. For example, if a related Track 1a Project application was already submitted, that application should be separately listed below. If the project covered by that same 1a application is also being submitted as an element of a Track 2 Program, indicate the program when listing the project.

					Estimated Corridor Program or Project Cost (Millions of YOE* Dollars, One Decimal)	
Row No.	Corridor Program or Project Name	Applicant	Description	Application Track		Funding Info

				1a	1b	2	3	4	**If a "project":** Is this project also included in a "corridor program"? If yes, indicate program's **row number**	Total Cost	Amount Applied For	
1	IL-Dwight-St. Louis-2004 ROD Improvements	Illinois Department of Transportation	Track, signal, station and rolling stock improvements described in 2004 ROD.	☐	☐	☒	☐	☐		$1,202m	$1,142m	Currently requesting I
2	IL-Chicago-St. Louis-Double-Track	Illinois Department of Transportation	Track and signalimprovements required for full double-tracking to accommodate eight 110 MPH round trips per day.	☐	☐	☒	☐	☐		$3,216m	$3,132m	Currently requesting I
3	IL-Dwight-Joliet-Siding Improvements	Illinois Department of Transportation	Improvements to sidings and limited new doulbe track between Joliet and Dwight, IL to increase capacity and accommodate 110 MPH passenger train operation.	☒	☐	☐	☐	☐	2	$88.1 m	$83.5 m	Already submitted un
4	IL-Dwight-St. Louis-Siding Improvements	Illinois Department of Transportation	Rehabilitation of sidings between Dwight and St. Louis to accommodate 110 MPH operation.	☒	☐	☐	☐	☐	1	$97.5 m	$92.6 m	Already submitted un
5	IL-Chicago-Dubuque-Passenger Rail Service	Illinois Department of Transportation	Improvements to physical plant (track, stations and grade crossings) and new rolling stock required for the implmentation of intercity rail passenger service.	☐	☐	☒	☐	☐		$138.4 m	$131.5 m	Currently requesting I
6	IL-Chicago-St. Louis Double Track NEPA	llinois Department of Transportation	NEPA work for full double track implementation	☐	☐	☐	☒	☐	2	$2.5m	$1.25	Already submitted un
7	MWRRS-IL-Chicago Terminal Limits PE/NEPA	Illinois Department of Transportation	PE/NEPA for common terminal areas	☐	☒	☐	☐	☐	2	$150 m	$145 m	Already submitted un
9				☐	☐	☐	☐	☐				Already submitted un
10				☐	☐	☐	☐	☐				Already submitted un
11				☐	☐	☐	☐	☐				Already submitted un
12				☐	☐	☐	☐	☐				Already submitted un
13				☐	☐	☐	☐	☐				Already submitted un
A.	**Total Costs for Corridor Programs and projects listed above (Unadjusted):**									$4,895 m	$4,728 m	N/A
B.	**Total costs for projects that are listed separately above (under Tracks 1a, 1b, 3, or 4) and that are included in a Corridor Program above:**									$338 m	$322 m	N/A
C.	**To eliminate double counting, subtract the total in B from the total in A (this is the adjusted total cost of Corridor Programs and projects envisioned for this corridor service):**									$4,557m	$4,406m	N/A

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation.

B. Corridor Service Narrative

(1) Corridor Service Name: IL-Chicago-St.Louis-Double Track

(2) Corridor Service Narrative. *Please limit response to 10,000 characters.*

Describe the main features and characteristics of the Corridor Service, including:

- The location and description of the benefiting Corridor Service, including the State(s) and relevant jurisdiction(s) (include a map in supporting documentation).
- The service objectives for the corridor, including a description of pertinent features of the service design.
- A description of how the component Corridor Program and project applications fit together within the framework of the overall Corridor Service.
- If more than one State or organization is involved in this corridor service, a description of how you will coordinate service development and operation.

The State of Illinois is committed to the implementation of world-class high speed rail service between St. Louis and Chicago. The work of enhancing existing conventional service has already begun, using state investments, and high speed service will be phased in as funding becomes available and as the market for enhanced rail service continues to grow along this thriving corridor.

The State's other Track 2 application, the IL-Dwight-St. Louis-2004 ROD Improvements, will provide the Midwest's first true high speed rail service over a large portion of the Chicago – St. Louis corridor. Upon acceptance of that submittal by FRA, high speed service would begin with three round trips. This Double Track application would increase that frequency to eight daily high speed round trips.

The overall corridor is 284 miles in length, primarily within the State of Illinois. The first 37 miles of the Corridor will use tracks of the Canadian National Railroad. Between Joliet and Alton, the corridor trains will run on the Union Pacific Railroad's Joliet and Springfield Subdivisions. TRRA is used from East St. Louis into St. Louis, Missouri. A map of the corridor is included with this application. Five daily passenger trains currently operate on the route, with four of these are "Lincoln Service" corridor trains. The operation of three are funded by the State of Illinois.

The improvements described in this IL-Chicago-St. Louis-Double Track application will significantly increase reliability and capacity for freight and passenger trains. This is critical because the Union Pacific intends to increase freight service in the coming years as a result of the construction of its new freight intermodal facility near Joliet, IL. The improvements will build on the foundation of incremental investments previously made in the corridor. For example, the State, Amtrak, FRA and Union Pacific have already invested in new signal technology, track upgrades, four-quad gate warning devices between Dwight and Springfield, IL, and other improvements. The State of Illinois has invested about $143 million to date on this corridor.

This route has been designated as a 110 MPH high speed rail corridor by the Federal Railroad Administration as a part of the Midwest Regional Rail Initiative (MWRRI), one of the nation's leading efforts to plan and implement high speed rail service. The development of high-speed rail within this corridor was first studied in 1979. In 1992 the Secretary of Transportation designated the Chicago-St. Louis line as part of the "Chicago Hub Network" high-speed rail corridor. This led to a Financial and Implementation Plan (May 1994). Planning activities intensified further through the establishment of the MWRRI in the mid-1990's. A Final Environmental Impact Statement for the Chicago-St. Louis High Speed Rail Project was issued in January 2003, and the Record of Decision (ROD) on the EIS for the Chicago-St. Louis HSR Project was executed on January 8, 2004. A request to rehabilitate sidings was submitted as a Track 1a application in August 2009 under the title "IL-Dwight-St. Louis

Siding Improvement.", and a second Track 1a was submitted under the title of "Dwight-Joliet Siding Improvement". The first Track 2 application for the corridor is the "IL-Chicago-St. Louis 2004ROD Improvements" Project.

The work will consist of the reconstruction of 36 miles of existing main track (to standards required to sustain 110 MPH passenger train operation, where safe/possible), the final design and rehabilitation of 2.5 miles of an existing passing siding in Dwight, IL and the construction of nearly 210 miles of new second main track and siding over the length of the corridor. Each of the projects included in this application also has components which improve or enhance signal, bridge, grade crossing surface and approach work and industry track adjustments (where required). Modifications to nearly 170 existing four-quadrant crossing gate installations are required, as are 25 new, four-quadrant gate installations, which will serve to enhance the safety of train, vehicle and pedestrian movements. This project also includes a program to close and/or grade separate grade crossings on key sections of the corridor,

These improvements will immediately enhance the schedule reliability of both Amtrak and UP trains, increase operating speeds over the bulk of the corridor and allow for additional passenger and freight trains to be accommodated. With the completion of these improvements, all Chicago-St. Louis Corridor trains will be able to operate at a 110 MPH top speed south of Joliet. North of Joliet, a top speed of 90 MPH will be possible in some sections.

The completion of the double-track improvements will require station modification, including provision of second ADA-compliant platforms and grade-separated access provisions. In addition, the station at Joliet will receive two new ADA-compliant platforms. Improvements to stations at Dwight, Pontiac, Lincoln, Springfield, Carlinville and Alton include new station buildings with HVAC and all other required amenities consistent with Amtrak standards.

Additional new, 110 MPH-capable locomotives and cars (coaches and food service/business class equipment) suitable for sustained 110 MPH operation will be purchased for this corridor. IDOT has already prepared performance specifications for the new rolling stock, which have been specified to be compatible with existing Amtrak locomotives and cars, providing for considerable flexibility in the use of the new equipment. IDOT also continues to work closely with the MWRRI partner states and is committed to a procurement process that delivers equipment that is highly standardized and entirely suitable for use on any of the Amtrak services operating out of the Chicago hub.

The proposed improvements will enhance the marketability and reliability of the Corridor service, as well as the feasibility of connecting services in Chicago. The proposed improvements were identified during UP/Amtrak operations analyses, and are a logical and necessary follow-on action to the previous improvements, in that they facilitate the incremental development of HSR in this corridor and provide critical capacity enhancements for the more robust HSR service. Improved reliability and trip time will enhance the marketability of intercity passenger rail service and will support a more regionally and modally balanced transportation system. According to the 2003 Final EIS, the existing network includes auto, bus, air and rail travel, but currently 99% of the 35 million trips made annually in this corridor are via auto and air. Improving intercity passenger rail will divert more users to rail, improving utilization and providing benefits to the human environment.

The project will benefit existing medium- and long-distance Amtrak services, including: the "Lincoln Service" between Chicago and St. Louis; and, the "Texas Eagle". Connection reliability to the "Missouri River Runner" trains will improve. Corridor trains serve Chicago, one suburban Chicago stop and eight intermediate stops to St. Louis, including Joliet, Bloomington-Normal and Springfield, IL. UPRR, which operates 6+ freight trains on this corridor (varies by line section), will also experience a reduction in delays.

The project will also benefit connecting passenger rail services in the Chicago hub, providing synergies with service investments provided by other individual states (including Wisconsin, Missouri, and Michigan), as well as for future services that may be funded by FRA for other corridors in the Midwest Regional Rail Initiative. The MWRRI plan is provided as an attachment to this application.

This project is a major step towards to goal of providing a more modally balanced transportation system between these two cities with an environmentally beneficial, reliable and convenient travel option. The purpose and need also includes preserving and improving freight rail services in the corridor, including intermodal freight

services. The incremental approach for improvements, as described in the service development plan and this application, is a cost-effective approach to providing and improving intercity rail service for the Chicago – St. Louis Corridor.

The improvements proposed in this application will provide for independent utility by improving reliability/trip time for existing Amtrak services, and added capacity for freight service. The infrastructure improvements proposed will be made within the existing UPRR right of way. Extension of the double-track may require property acquisition and appropriate mitigation measures will be implemented. Use of public property is likely to be limited to the use of existing public station facilities.

Tier 1 NEPA documentation in the form of an Environmental Assessment for the improvements described by this application is complete and attached. Preliminary Engineering is required for the elements of the program. One-on-one stakeholder meetings have been held with regard to this proposal, and public meetings are scheduled for the week of October 5, 2009. Upon request from FRA, responses to comments received can be provided within three weeks of the October 2, 2009 submittals. Agency and stakeholder involvement activities will continue in conjunction with design studies for improvements such as stations. Tier 2 NEPA activities are expected to be undertaken as necessary and requested by FRA.

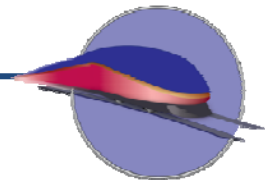
The State of Illinois has an agreement in place with the State of Missouri to develop the segment of the corridor in that state. Extensive coordination is planned during further project development including concept refinement, Tier 2 NEPA, and design activities. Agreements will be developed to exchange program funding and responsibilities between the states.

Upload #2

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	Application-DT

Corridor Program Name: IL-Chicago-St.Louis - Double-Track *Date of Submission:* 10/02/09 *Version Number:* 0

High-Speed Intercity Passenger Rail (HSIPR) Program



Track 2–Corridor Programs: Application Form

Welcome to the Application Form for Track 2–Corridor Programs of the Federal Railroad Administration's High-Speed Intercity Passenger Rail (HSIPR) Program.

This form will provide information on a cohesive set of projects—representing a phase, geographic segment, or other logical grouping—that furthers a particular corridor service.

Definition: For purposes of this application, a "Corridor Program" is "a group of projects that collectively advance the entirety, or a 'phase' or 'geographic section,' of a corridor service development plan." *(Guidance, 74 Fed, Reg. 29904, footnote 4).* **A Corridor Program must have independent utility and measurable public benefits.**

In addition to this application form and required supporting materials, applicants are required to submit a Corridor Service Overview.

An applicant may choose to represent its vision for the entire, fully-developed corridor service in one application or in multiple applications, provided that the set of improvements contained in each application submitted has independent utility and measurable public benefits. The same Service Development Plan may be submitted for multiple Track 2 Applications. Each Track 2 application will be evaluated independently with respect to related applications. Furthermore, FRA will make its evaluations and selections for Track 2 funding based on an entire application rather than on its component projects considered individually.

We appreciate your interest in the HSIPR Program and look forward to reviewing your entire application. If you have questions about the HSIPR program or the Application Form and Supporting Materials for Track 2, please contact us at HSIPR@dot.gov.

Instructions for the Track 2 Application Form:

- Please complete the HSIPR Application electronically. See Section G of this document for a complete list of the required application materials.
- In the space provided at the top of each section, please indicate the Corridor Program name, date of submission (mm/dd/yyyy), and an application version number assigned by the applicant. The Corridor Program name must be identical to the name listed in the Corridor Service Overview Master List of Related Applications. Consisting of less than 40 characters, the Corridor Program name must consist of the following elements, each separated by a hyphen: (1) the State abbreviation of the State submitting this application; (2) the route or corridor name that is the subject of the related Corridor Service Overview; and (3) a descriptor that will concisely identify the Corridor Program's focus (e.g., HI-Fast Corridor-Main Stem).
- Section B, Question 10 requires a distinct name for each project under this Corridor Program. Please the following the naming convention: (1) the State abbreviation; (2) the route or

corridor name that forms part of the Corridor Program name; and (3) a project descriptor that will concisely identify the project's focus (e.g., HI-Fast Corridor-Wide River Bridge). For projects previously submitted under another application, please use the **same name** previously used on the project application.

- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your Track 2 Corridor Program, please indicate "N/A."
- Narrative questions should be answered within the limitations indicated.
- Applicants must up load this completed and all other application materials to www.GrantSolutions.gov by October 2, 2009 at 11:59 pm EDT.
- Fiscal Year (FY) refers to the Federal Government's fiscal year (Oct. 1- Sept. 30).

Corridor Program Name: IL-Chicago-St.Louis - Double-Track *Date of Submission:* 10/02/09 *Version Number:* 0

A. Point of Contact and Application Information

(1) Application Point of Contact (POC) Name: **Mr. George Weber**		**POC Title:** **Bureau Chief, Railroads**		
Applicant State Agency or Organization Name: **Illnois Department of Transportation**				
Street Address: JRTC, Suite 6-600, 100 W. Randolph Street	**City:** **Chicago,**	**State:** **IL**	**Zip Code:** **60601**	**Telephone Number:** **312-793-4222**
Email: george.weber@illinois.gov		**Fax: 312-793-1251**		

Corridor Program Name: IL-Chicago-St.Louis - Double-Track *Date of Submission:* 10/02/09 *Version Number:* 0

B. Corridor Program Summary

(1) Corridor Program Name: IL-Chicago-St.Louis Double-Track

(2) What are the anticipated start and end dates for the Corridor Program? *(mm/yyyy)*
Start Date: 04/2010 **End Date:** 08/2014

(3) Total Cost of the Corridor Program: (Year of Expenditure (YOE) Dollars*) $ 3.22 Billion

Of the total cost above,, how much would come from the FRA HSIPR Program: (YOE Dollars**) $ 3.13 Billion

Indicate percentage of total cost to be covered by matching funds: 2.6 %

Please indicate the source(s) for matching funds: IDOT, Local Communities and UPRR ROW

***** Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation.
** This is the amount for which the Applicant is applying.

(4) Corridor Program Narrative. *Please limit response to 12,000 characters.*

Describe the main features and characteristics of the Corridor Program, including a description of:

- The location(s) of the Corridor Program's component projects including name of rail line(s), State(s), and relevant jurisdiction(s) (include a map in supporting documentation).
- How this Corridor Program fits into the service development plan including long-range system expansions and full realization of service benefits.
- Substantive activities of the Corridor Program (e.g., specific improvements intended).
- Service(s) that would benefit from the Corridor Program, the stations that would be served, and the State(s) where the service operates.
- Anticipated service design of the corridor or route with specific attention to any important changes that the Corridor Program would bring to the fleet plan, schedules, classes of service, fare policies, service quality standards, train and station amenities, etc.
- How the Corridor Program was identified through a planning process and how the Corridor Program is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service, such as State rail plans or plans of local/regional MPOs.
- How the Corridor Program will fulfill a specific purpose and need in a cost-effective manner.
- The Corridor Program's independent utility.
- Any use of new or innovative technologies.
- Any use of railroad assets or rights-of-way, and potential use of public lands and property.
- Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the Corridor Program.
- Any PE/NEPA activities to be undertaken as part of the Corridor Program, including but not limited to: design studies and resulting program documents, the approach to agency and public involvement, permitting actions, and other key activities and objectives of this PE/NEPA work.

The State of Illinois is committed to the implementation of world-class high speed rail service between St. Louis and Chicago. The work of enhancing existing conventional service has already begun, using state investments, and high speed service will be phased in as funding becomes available and as the market for enhanced rail service continues to grow along this thriving corridor. The Illinois Department of Transportation (IDOT) hereby submits this Track 2 application, and

invites the FRA to assist in making the vision for high frequency high speed rail service in the Midwest a reality.

The State's other Track 2 application for this corridor, the IL-Dwight-St. Louis-2004 ROD Improvements, will provide the Midwest's first true high speed rail service over a large portion of the Chicago – St. Louis corridor. Upon acceptance of that submittal by FRA, high speed service would begin with three round trips. This Double Track application would increase that frequency to eight daily high speed round trips.

The overall corridor is 284 miles in length, primarily within the State of Illinois. The first 37 miles of the Corridor will use tracks of the Canadian National Railroad. Between Joliet and Alton, the corridor trains will run on the Union Pacific Railroad's Joliet and Springfield Subdivisions. The TRRA is used in the St. Louis, Missouri vicinity. A map of the corridor is included with this application. Five daily passenger trains currently operate on the route, with four of these are Lincoln Service corridor trains. The operation of three are funded by the State of Illinois. One of the five is the long distance Texas Eagle service that operates beyond St. Louis.

The improvements described in this IL-Chicago-St. Louis-Double Track application will significantly increase reliability and capacity for freight and passenger trains. This is critical because the Union Pacific intends to increase freight service in the coming years as a result of the construction of its new freight intermodal facility near Joliet, IL. The improvements will build on the foundation of incremental investments previously made in the corridor. For example, the state, Amtrak, FRA, and Union Pacific have already invested in new signal technology, track upgrades, four-quad gate warning devices between Dwight and Springfield, IL, and other improvements. The State of Illinois has invested about $143 million to date on this corridor.

This route has been designated as a 110mph high speed rail corridor by the Federal Railroad Administration as a part of the Midwest Regional Rail Initiative (MWRRI), one of the nation's leading efforts to plan and implement high speed rail service. The development of high-speed rail within this corridor was first studied in 1979. In 1992 the Secretary of Transportation designated the Chicago-St. Louis line as part of the "Chicago Hub Network" high-speed rail corridor. This led to a Financial and Implementation Plan (May 1994. Planning activities intensified further through the establishment of the MWRRI in the mid-1990's. A Final Environmental Impact Statement for the Chicago-St. Louis High Speed Rail Project was issued in January 2003, and the Record of Decision (ROD) on the EIS for the Chicago-St. Louis HSR Project was executed on January 8, 2004. A request to rehabilitate sidings was submitted as a Track 1a application in August 2009 under the title "IL-Dwight-St. Louis Siding Improvement.", and a second Track 1a was submitted under the title of "Dwight-Joliet Siding Improvement". The first Track 2 application for the corridor is the "IL-Chicago-St. Louis 2004ROD Improvements" Project.

The service development plan (included separately) for the corridor includes the steps referenced above, as well as the continuation of the development of higher speed service beyond the investments described herein.

The work will consist of the reconstruction of 36 miles of existing main track (to standards required to sustain 110 mph passenger train operation, where safe/possible), the final design and rehabilitation of 2.5 miles of an existing passing siding in Dwight, IL and the construction of nearly 210 miles of new second main track and siding over the length of the corridor. With three very short exceptions, this work will complete the full double-tracking of the entire 284-mile Chicago-St. Louis corridor. Each of the projects included in this application also has components which improve or enhance signal, bridge, grade crossing surface and approach work and industry track adjustments (where required). Modifications to nearly 170 existing four-quadrant crossing gate installations are proposed, as are 25 new, four-quadrant gate installations. These improvements will immediately enhance safetry and schedule reliability of both Amtrak and UP trains, increase operating speeds over the bulk of the corridor and allow for additional passenger and freight trains to be accommodated. With the completion of these improvements, all Chicago-St. Louis corridor trains will be able to operate at a 110 mph top speed south of Joliet. North of Joliet, a top speed of 90 mph will be possible in some sections.

A further enhancement to the reliability and speed of the corridor's operations will be the grade-separation of the junction with the Norfolk Southern at Iles (near Springfield). In addition, two projects on the TRRA section of line (double track on approach to the crossing of the Mississippi River and in the vicinity of Grand and Gratiot Avenues) will serve to expedite train movements, both freight and passenger. This project also includes a program to close and/or grade separate grade crossings on key sections of the corridor, which will serve to enhance the safety of train, vehicle and pedestrian movements.

The completion of the double-track improvements will require some modification to on-line stations, including provision of second ADA-compliant platforms and grade-separated access provisions. In addition, the station at Joliet will receive two new ADA-compliant platforms. Grade-separated vertical access provisions will be included for each of the Joliet station platforms. A new station is proposed for a future phase in East St. Louis, IL, including a new station building with HVAC and all other required amenities consistent with Amtrak standards. Improvements to stations at Dwight, Pontiac, Lincoln, Springfield, Carlinville and Alton will include new station buildings with HVAC and all other required amenities consistent with Amtrak standards such as canopies, heated shelters, public address, variable message signs and fixed signage, ticket vending machines, and fifty-space (typical) parking lots.

Additional new, 110 mph-capable locomotives and cars (coaches and food service/business class equipment) suitable for sustained 110 mph operation will be purchased for this corridor. This equipment will be similar to that previously procured by the 2004 ROD Track 2 application. IDOT has already prepared performance specifications for the new rolling stock, which have been specified to be compatible with existing Amtrak locomotives and cars, providing for considerable flexibility in the use of the new equipment. IDOT also continues to work closely with the MWRRI partner states and is committed to a procurement process that delivers equipment that is highly standardized and entirely suitable for use on any of the Amtrak services operating out of the Chicago hub.

The proposed improvements will enhance the marketability and reliability of the Corridor service, as well as the feasibility of connecting services in Chicago. The proposed improvements were identified during UP/Amtrak operations analyses, and are a logical and necessary follow-on action to the previous improvements, in that they facilitate the incremental development of HSR in this corridor and provide critical capacity enhancements for the more robust HSR service. Improved reliability and trip time will enhance the marketability of intercity passenger rail service and will support a more regionally and modally balanced transportation system. According to the 2003 Final EIS, the existing network includes auto, bus, air and rail travel, but currently 99% of the 35 million trips made annually in this corridor are via auto and air. Improving intercity passenger rail will divert more users to rail, improving utilization and providing benefits to the human environment.

The project will benefit existing medium- and long-distance Amtrak services, including: the "Lincoln Service" between Chicago and St. Louis; and, the "Texas Eagle" between Chicago and St. Louis, and on to Dallas/Fort Worth, and Los Angeles. Connection reliability to the Missouri River Runner trains will improve. Corridor trains serve Chicago, one suburban Chicago stop and eight intermediate stops to St. Louis, including Joliet, Bloomington-Normal and Springfield, IL. UPRR, which operates 6+ freight trains on this corridor (varies by line section), will also experience a reduction in delays.

The project will also benefit connecting passenger rail services in the Chicago hub, providing synergies with service investments provided by other individual states (including Wisconsin, Missouri, and Michigan), as well as for future services that may be funded by FRA for other corridors in the Midwest Regional Rail Initiative. The MWRRI plan is provided as an attachment to this application.

This project is a major step towards to goal of providing a more modally balanced transportation system between these two cities with an environmentally beneficial, reliable and convenient travel option. The purpose and need also includes preserving and improving freight rail services in the corridor, including intermodal freight services. The incremental approach for improvements, as described in the service development plan and this application, is a cost-effective approach to providing and improving intercity rail service for the Chicago – St. Louis Corridor.

The improvements proposed in this application will provide for independent utility by improving reliability/trip time for existing Amtrak services, and added capacity for freight service. The infrastructure improvements proposed will be made within the existing UPRR right of way. No property acquisition is anticipated, nor is any significant use of public property. This is likely limited to the use of existing public station facilities.

Tier 1 NEPA documentation in the form of an Environmental Assessment for the improvements described by this application is complete and attached. Preliminary Engineering is required for the elements of the program. One-on-one stakeholder meetings have been held with regard to this proposal, and public meetings are scheduled for the week of October 5, 2009. Studies of alternative routing of rail service will be undertaken in Springfield. The studies will examine alternative routes for relocation and consolidation of rail service in Springfield by all the railroads that operate in Springfield.

As part of this application process, IDOT has notifed FRA that responses to comments received during the EA public comment process can be provided by October 23, 2009. Agency and stakeholder involvement activities will continue in conjunction with design studies for improvements such as stations. Tier 2 NEPA activities are expected to be undertaken as necessary and requested by FRA.

(5) Describe the service objective(s) for this Corridor Program *(check all that apply):*

- ☒ Additional Service Frequencies
- ☒ Improved Service Quality
- ☒ Improved On-Time performance on Existing Route
- ☐ Reroute Existing Service
- ☒ Increased Average Speeds/Shorter Trip Times
- ☒ New Service on Existing IPR Route
- ☐ New Service on New Route
- ☐ Other *(Please Describe):*

(6) Right-of-Way-Ownership. Provide information for all railroad right-of-way owners in the Corridor Program area. Where railroads currently share ownership, identify the primary owner. *If more than three owners, please detail in Section F of this application.*

Type of Railroad	Railroad Right-of-Way Owner	Route Miles	Track Miles	Status of agreements to implement projects
Class 1 Freight	Canadian National Railroad	37	74	Preliminary Executed Agreement/MOU
Class 1 Freight	Union Pacific Railroad	239	280	Preliminary Executed Agreement/MOU
Regional or Sho	TRRA	1.5	3	Preliminary Executed Agreement/MOU

(7) Services. Provide information for all existing rail services within Corridor Program boundaries (freight, commuter, and intercity passenger). *If more than three services, please detail in Section F of this application.*

Type of Service	Name of Operator	Top Speed Within Boundaries	Number of Route Miles	Average Number of Daily	Notes

		Passenger	Freight	Within Boundaries	One-Way Train Operations within Boundaries[1]	
Freight	Canadian National Railroad	0	60	37	8	Number of trains varies by line section
Commuter	Metra	79	0	37	6	"Heritage Corridor" trains operate on CN tracks Chicago-Joliet, weekdays only
Freight	Union Pacific Railroad	0	60	239	6+	Number of trains varies by line section

(8) Rolling Stock Type. Describe the fleet of locomotives, cars, self-powered cars, and/or trainsets that would be intended to provide the service upon completion of the Corridor Program. *Please limit response to 2,000 characters.*

New, 110 MPH-capable locomotives and cars (coaches and food service/business class equipment) suitable for sustatined 110 MPH operation will be purchased for this corridor. Similar equipment for this corridor will have been first procured for the service plan referenced by the 2004 ROD Improvement, then additional similar equipment will be purchased to supplement that fleet. Trainsets will continue to be locomotives (one at each end of the train) and 5 cars per trainset. Additional details are included in the Service Development Plan. The total equipment fleet included in this application, the previous 2004 ROD application, and those for corridors from Chicago to Dubuque and Iowa City will protect the integrity of the named services, but also be available for use on current state-supported routes from Chicago to Quincy and Carbondale as may be necessary for efficient fleet utilization. For consistency in appearance, branding and fleet utliziation, the 79 mph trips will also operate with the new rolling stock when possible.

IDOT has prepared performance specifications for the new rolling stock, which have been specified to be compatible with existing Amtrak locmotives and cars, providing for considerable flexibility in the use of the new equipment. IDOT also continues to work closely with the MWRRI partner states and is committed to a procurement process that delivers equipment that is highly standardized and entirely suitable for use on any Amtrak services operating out of the Chicago hub.

IDOT intends to go through industry review on the new locomotive and car specifications and after that to solicit bids/proposals for the procurement of the new equipment. The procurement schedule includes extensive testing to ensure certfication for sustained operation at 110 mph, as well as pre-revenue operations testing on the Chicago-St. Louis line.

(9) Intercity Passenger Rail Operator. If applicable, provide the status of agreements with partners that will operate the benefiting high-speed rail/intercity passenger rail service(s) (e.g., Amtrak). If more than one operating partner is envisioned, please describe in Section F.

Name of Operating Partner: Amtrak

Status of Agreement: Final executed agreement on project scope/outcomes

[1] One round trip equals two one-way train operations.

(10) Master Project List. Please list all projects included in this Track 2 Corridor Program application in the table below. If available, include more detailed project costs for each project as a supporting form (see Section G below).

Project Name	Project Type	Project Description	Project Start Date (*mm/yyyy*)	Estimated Project Cost (Millions of YOE Dollars, One Decimal)		Was this Project included in a prior HSIPR application? Indicate track number(s).	Are more detailed project costs included in the Supporting Forms?
				Total Cost	Amount Applied For		
IL-Dwight-Joliet Siding Improvement	PE/ NEPA	Improvements to an existing siding at Dwight, construction of a new section of 2nd main track near Mazonia, and rehab of the existing main track between Dwight and Joliet, IL	10/2009	$88.1	$83.5	Yes, Track 1a Application	Yes
IL-Chicago-St. Louis - Double Track Project	PE/ NEPA	St. Louis Maintenance Facility and Track	10/2/09	$42.0	$40.9	No	Yes
IL-Chicago-St. Louis - Double Track Project	PE/ NEPA	New main track and new/existing siding rehab/construction including expansion of PTC	10/2009	$2,220	$2,164.3	No	Yes
IL-Chicago-St. Louis - Double Track Project	PE/ NEPA	Design and construction of flyover carrying NS over UPRR at Iles (Springfield, IL)	10/2009	$94	$91.3	No	Yes
IL-Chicago-St. Louis - Double Track Project	PE/ NEPA	Mitigation of train operations along 3rd Street, Springfield	10/2009	$412	$402	No	Yes
IL-Chicago-St. Louis - Double Track Project	PE/ NEPA	New 110 MPH capable locomotives and cars	10/2009	$76.1	$74.1	No	Yes
IL-Chicago-St. Louis - Double Track Project	PE/ NEPA	Station improvement work - Dwight	10/2009	$11	$10.7	No	Yes
IL-Chicago-St. Louis - Double Track Project	PE/ NEPA	Station improvement work - Pontiac	10/2009	$11	$10.7	No	Yes
IL-Chicago-St. Louis - Double Track Project	PE/ NEPA	Station improvement work - Lincoln	10/2009	$11	$10.7	No	Yes
IL-Chicago-St. Louis - Double Track Project	PE/ NEPA	Station improvement work - Springfield	10/2009	$11	$10.7	No	Yes
IL-Chicago-St. Louis - Double Track Project	PE/ NEPA	Station improvement work - Carlinville	10/2009	$11	$10.7	No	Yes
IL-Chicago-St. Louis - Double Track Project	PE/ NEPA	Station improvement work - Alton	10/2009	$11	$10.7	No	Yes
IL-Chicago-St. Louis - Double Track Project	PE/ NEPA	Station improvement work - Joliet	10/2009	$32.9	$32.0	No	Yes
IL-Chicago-St. Louis - Double Track Project	PE/ NEPA	Design and construction of new station at East St. Louis, IL	10/2009	$24.4	$23.8	No	Yes
IL-Chicago-St. Louis - Double Track Project	PE/ NEPA	Program of road closures and grade separations on the corridor	10/2009	$97.7	$95.2	No	Yes
	PE/ NEPA	St. Louis Terminal capacity	10/2009	$62.4	$60.7	No	Yes

IL-Chicago-St. Louis - Double Track Project		improvements					
	PE/ NEPA						No
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes

Note: In addition to **program** level supporting documentation, all applicable **project** level supporting documentation is required prior to award. If project level documentation is available now, you may submit it; however, if it is not provided in this application, this project may be considered as a part of a possible Letter of Intent but will not be considered for FD/Construction grant award until this documentation has been submitted.

In narrative form, please describe the sequencing of the projects listed in Question 10. Which activities must be pursued sequentially, which can be done at any time, and which can be done simultaneously? *Please limit response to 4,000 characters.*

The Project Management Plan includes a comprehensive discussion and bar chart schedule, showing relationships between tasks and sequencing. In summary, however, the track and infrastructure and related PTC improvements represent a large portion of the work, and can be performed simultaneously with most other activities.

The Dwight-Joliet Siding Improvements project is a key to accommodating increased freight traffic from the Joliet Intermodal Facility, and is planned to be complete prior to that service increase.

The equipment purchase can occur at any time, but because of the long lead time, it is recommended this occur as early as possible. The delivery of equipment is likely one of the last steps required steps to implement the additional high speed trains.

The station improvements can occur at any time, in any sequence, or simultaneously with other projects.

The maintenance facility must be complete prior to the commencement of the eight-train frequencies. Inspection and maintenance of trainsets in St. Louis will otherwise not be possible.

Train operation mitigations along Third St. are dependent on the results of local studies to evaluate/select a recommended solution, so should be delayed until completion of the studies.

The Iles flyover can be performed in conjuntion with other activities.

Road crossing enhancements are logically performed in conjunction with double track construction on the same route segments.

Corridor Program Name: IL-Chicago-St.Louis - Double-Track *Date of Submission:* 10/02/09 *Version Number:* 0

C. Eligibility Information

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance:

☒ State
☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

☐ Group of States
☐ Interstate Compact
☐ Public Agency established by one or more States
☒ Amtrak in cooperation with a State or States

(2) Establish completion of all elements of a Service Development Plan. Note: One Service Development Plan may be referenced in multiple Track 2 Applications for the same corridor service.
Please provide information on the status of the below Service and Implementation Planning Activities:

	Select One of the Following:			**Provide Dates for all activities:**	
	No study exists	Study Initiated	Study Completed	Start Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
Service Planning Activities/Documents					
Purpose & Need/Rationale	☐	☐	☒	01/1995	09/2009
Service/Operating Plan	☐	☐	☒	01/1995	09/2009
Prioritized Capital Plan	☐	☐	☒	01/1995	09/2009
Ridership/Revenue Forecast	☐	☐	☒	01/1995	09/2009
Operating Cost Forecast	☐	☐	☒	01/1995	09/2009
Assessment of Benefits	☐	☐	☒	01/1995	09/2009
Implementation Planning Activities/Documents					
Program Management Plan	☐	☐	☒	01/1995	09/2009
Financial Plan (capital & operating – sources/uses)	☐	☐	☒	01/1995	09/2009
Assessment of Risks	☐	☐	☒	01/1995	09/2009

(3) Establish Completion of Service NEPA Documentation (the date document was issued and how documentation can be verified by FRA). The following are approved methods of NEPA verification (in order of FRA preference): 1) References to large EISs and EAs that FRA has previously issued, 2) Web link if NEPA document is posted to a website (including www.fra.gov), 3) Electronic copy of non-FRA documents attached with supporting documentation, or 4) a hard copy of non-FRA documents (large documents should not be scanned but should be submitted to FRA via an express delivery service). See HSIPR Guidance Section 1.6 and Appendix 3.2.9.

Note to applicants: Prior to obligation of funds for FD/Construction activities under Track 2, all project specific documents will be required (e.g. Project NEPA, Financial Plan, and Project Management Plan).

Documentation	Date *(mm/yyyy)*	Describe How Documentation Can be Verified
Tier 1 NEPA EA	10/2009	Attached
Tier 1 NEPA EA		
Tier 1 NEPA EA		

(4) Indicate if there is an environmental decision from FRA (date document was issued and web hyperlink if available)

Documentation	Date *(mm/yyyy)*	Hyperlink *(if available)*
Finding of No Significant Impact		
Finding of No Significant Impact		
Finding of No Significant Impact		

D.Public Return on Investment

(1) 1A. Transportation Benefits. *See HSIPR Guidance Section 5.1.1.1. Please limit response to 8,000 characters.*

How is the Corridor Program anticipated to improve Intercity Passenger Rail (IPR) service? Describe the overall transportation benefits, including information on the following *(please provide a level of detail appropriate to the type of investment):*

- Introduction of new IPR service: Will the Corridor Program lead directly to the introduction of a new IPR service that is not comparable to the existing service (if any) on the corridor in question? Describe the new service and what would make it a significant step forward in intercity transportation.
- IPR network development: Describe projected, planned, and potential improvements and/or expansions of the IPR network that may result from the Corridor Program, including but not limited to: better intermodal connections and access to stations; opportunities for interoperability with other services; standardization of operations, equipment, and signaling; and the use of innovative technologies.
- IPR service performance improvements *(also provide specific metrics in table 1B below)*: Please describe service performance improvements directly related to the Corridor Program, as well as a comparison with any existing comparable service. Describe relevant reliability improvements (e.g., increases in on-time performance, reduction in operating delays), reduced schedule trip times, increases in frequencies, aggregate travel time savings (resulting from reductions to both schedule time and delays, e.g., expressed in passenger-minutes), and other relevant performance improvements.
- Suggested supplementary information (*only when applicable*):
  - Transportation Safety: Describe overall safety improvements that are anticipated to result from the Corridor Program, including railroad and highway-rail grade crossing safety benefits, and benefits resulting from the shifting of travel from other modes to IPR service.
  - Cross-modal benefits from the Corridor Program, including benefits to:
    - ✓ Commuter Rail Services – Service improvements and results (applying the same approach as for IPR above).
    - ✓ Freight Rail Services – Service performance improvements (e.g., increases in reliability and capacity), results (e.g. increases in ton-miles or car-miles of the benefiting freight services), and/or other congestion, capacity or safety benefits.
    - ✓ Congestion Reduction/Alleviation in Other Modes; Delay or Avoidance of Planned Investments – Describe any expected aviation and highway congestion reduction/alleviation, and/or other capacity or safety benefits. Also, describe any planned investments in other modes of transportation (and their estimated costs if available) that may be avoided or delayed due to the improvement to IPR service that will result from the Corridor Program.

The primary purpose of this project is to expand the initial 110mph passenger rail service from three round trips to eight round trips, and to reduce delays and improve reliability for both passenger and freight operations on the corridor between Chicago and St. Louis.

This service will be an integral part of the Midwest's high-speed intercity passenger rail network, providing connections through Chicago to other Midwest and national railroad destinations. With Chicago as the hub of the Midwest Regional Rail System, the Chicago-St. Louis service will provide connections between the cities and towns served within the corridor to the rest of the MRRS. Thus, passenger rail travel will be available and practical between St. Louis, Springfield and other cities and communities along the Chicago – St. Louis corridor, and all other routes and destinations served by the MRRS including Madison, WI; Detroit, MI; Cleveland, OH; Cincinnati, OH; and others. The additional new equipment, purchased with compatibility and standardization in mind, will provide significant flexibility and strong fleet utilization.

This project will provide for the full realization of the 110mph service as envisioned by the MWRRI. And, it provides capacity to enable passenger service to successfully operate along with Union Pacific's increased freight traffic. The project lays the foundation for future service at even higher speeds.

The increase in capacity will permit further decreases in overall travel times by as much as 36 minutes to under 4 hours for express services. The implementation of the project is anticipated to improve on-time performance of passenger services from 80% (based on the 04ROD improvements), to about 90%. Average velocity of services will increase from today's 52.9mph to 62mph with the 04ROD improvements and to 72.6mph with these double track improvements. Delay minutes per 10,000 train-miles will decrease from 686 minutes today to 344 for the 04ROD improvements to 156 minutes. These improvements will immediately enhance the schedule reliability of both Amtrak and UPRR trains, and increase speeds on passing sidings.

Safety will be significantly enhanced by the project. The expansion of the highly innovative Positive Train Control (PTC), first implemented. This would mark the first implementation of such a system that meets the requirements of recent legislation on a high-frequency passenger and freight corridor, and would be a highly visible demonstration of FRA's commitment to safety and efficiency. PTC is essential to achieving the safety of operations on this corridor. PTC will help prevent train-to-train collisions, speeding and over-speed derailments, incursions into work zones and movement of a train through an incorrectly-lined switch. Amtrak, IDOT and the UPRR have been proactive in the development of advanced train control systems, having conducted field trials with an early form of PTC a few years ago. The PTC element of this project will include software development, acquisition of communications and radio spectrum, GPS systems, new computer-aided train control and dispatch systems, installation of equipment along the right-of-way, signal relocations, installation of on-board equipment (in the locomotives and cab cars) and integration and testing of the system.

New, 110 mph-capable locomotives and cars (coaches and food service/business class equipment) suitable for sustained 110 mph operation will be purchased for this corridor. This will supplement similar equipment procured by the previous Track 2 application for the 2004 ROD improvements. Details are provided in the Service Developemtn Plan. IDOT has already prepared performance specifications for the new rolling stock, which have been specified to be compatible with existing Amtrak locomotives and cars, providing for considerable flexibility in the use of the new equipment. IDOT also continues to work closely with the MWRRI partner states and is committed to a procurement process that delivers equipment that is highly standardized and entirely suitable for use on any of the Amtrak services operating out of the Chicago hub.

The project will benefit existing medium- and long-distance Amtrak services, including: the "Lincoln Service" between Chicago and St. Louis; and, the "Texas Eagle" between Chicago and St. Louis, and on to Little Rock, Dallas/Fort Worth, and Los Angeles. Connection reliability to the Missouri River Runner trains will improve. Corridor trains serve Chicago, one suburban Chicago stop and eight intermediate stops to St. Louis, including Joliet, Bloomington-Normal and Springfield, IL. UPRR, which operates 6+ freight trains on this corridor (varies by line section), will also experience a reduction in delays.

The project will also support commuter rail service, which is operated by Metra between Chicago and Joliet. The additional capacity will provide increased reliability for these services.

1B. Operational and Ridership Benefits Metrics: In the table(s) below, provide information on the anticipated levels of transportation benefits and ridership that are projected to occur in the corridor service or route, following completion of the proposed Corridor Program.

Note: The "Actual—FY 2008 levels" only apply to rail services that currently exist. If no comparable rail service exists, leave column blank.

Corridor Program Metric	Actual – FY 2008 levels	Projected Totals by Year		
		First full year of operation	Fifth full year of operation	Tenth full year of operation
Annual passenger-trips	521,000	1,210,000	1,339,000	1,409,000
Annual passenger-miles (millions)	99	230	254	267
Annual IPR seat-miles offered (millions)	202.3	421	421	421
Average number of daily round trip train operations (typical weekday)	5	8	8	8
On-time performance (OTP)[2]– percent of trains on time at endpoint terminals	73%	90%	90%	90%
Average train operating delays: minutes of en-route delays per 10,000 train-miles[3]	686	156	156	156
Top passenger train operating speed (mph)	79	110	110	110
Average scheduled operating speed (mph) (between endpoint terminals)	50.1	72.6	72.6	72.6

[2] 'On-time' is defined as within the distance-based thresholds originally issued by the Interstate Commerce Commission, which are: 0 to 250 miles and all Acela trains—10 minutes; 251 to 350 miles—15 minutes; 351 to 450 miles—20 minutes; 451 to 550 miles—25 minutes; and 551 or more miles—30 minutes.

[3] As calculated by Amtrak according to its existing procedures and definitions. Useful background (but not the exact measure cited on a route-by-route basis) can be found at pages E-1 through E-6 of Amtrak's May 2009 Monthly Performance Report at http://www.amtrak.com/pdf/0905monthly.pdf

(2) A. Economic Recovery Benefits: *Please limit response to 6,000 characters. For more information, see Section 5.1.1.2of the HSIPR Guidance.*

Describe the contribution the Corridor Program is intended to make towards economic recovery and reinvestment, including information on the following:

- How the Corridor Program will result in the creation and preservation of jobs, including number of onsite and other direct jobs (on a 2,080 work-hour per year, full-time equivalent basis), and timeline for achieving the anticipated job creation.
- How the different phases of the Corridor Program will affect job creation (consider the construction period and operating period).
- How the Corridor Program will create or preserve jobs or new or expanded business opportunities for populations in Economically Distressed Areas (consider the construction period and operating period).
- How the Corridor Program will result in increases in efficiency by promoting technological advances.
- How the Corridor Program represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits and describe how the Corridor Program was identified as a solution to a wider economic challenge).
- If applicable, how the Corridor Program will help to avoid reductions in State-provided essential services.

Based on initial analysis, the Chicago to St. Louis Double-Track Improvements project is expected to create significant near-term economic benefits in the State of Illinois and other regions of the United States. The Chicago to St. Louis corridor's economic benefits from the project would be driven by an increase in construction spending in the region. These project expenditures would generate a short term increase in demand for construction-related labor and material as well as engineering and technical services in the corridor. In addition, as part of the project, it is anticipated that rolling stock will be procured. While it is not yet known where the rolling stock will be manufactured, the project would generate additional economic benefits in that region as well.

To quantify the near-term economic benefits of this project an analysis was conducted utilizing Bureau of Economic Analysis (BEA) Regional Input-Output Modeling System (RIMS II) multipliers. RIMS II multipliers classify each capital cost category according to industrial sectors, using North American Industry Classification System (NAICS) industry codes, and can vary widely depending on the geographic region being analyzed. This particular analysis utilizes RIMS II data for the State of Illinois and McLean County. The multipliers were used to determine the quantity and industry composition of benefits generated by the project resulting in estimations of short-term job creation, earnings, and economic output as a result of the project. The multipliers estimate two types of impacts:

Direct Impacts: Direct impacts represent new spending, hiring, and production by civil engineering construction companies to accommodate the demand for resources in order to complete the project.

Indirect/Induced Impacts: Indirect impacts result from the quantity of inter-industry purchases necessary to support the increase in production from the construction industry experiencing new demand for its goods and services. All industries that produce goods and services consumed by the construction industry will also increase production and help preserve or create new jobs to meet the additional demand. The level of inter-industry trade within the area will determine the size of the indirect impact. Induced impacts stem from the re-spending of wages earned by workers benefitting from the direct and indirect activity within area. For example, if an increase in demand leads to new employment and earnings in a set of industries, workers in these industries will spend some proportion of their increased earnings at local retail shops, restaurants, and other places of commerce, further stimulating economic activity.

In addition to measuring the effects of the project on the Chicago to St. Louis corridor economy, the economic impacts of the project that will be realized in other areas were also quantified. These impacts, referred to as "spillover" benefits, reflect the inter-county trade that occurs with supply industries.

In summary, the near-term economic impacts resulting from the project are:

Direct Impacts	
Employment (Average Annual FTE Employment)	3,174
Earnings (2009 $)	$841,660,000
Output (2009 $)	$1,795,421,000
Indirect/Induced Impacts	
Employment (Average Annual FTE Employment)	2,687
Earnings (2009 $)	$506,048,000
Output (2009 $)	$2,569,559,000

Total Impacts
Employment (Average Annual FTE Employment) 5,861
Earnings (2009 $) $1,347,708,000
Output (2009 $) $4,364,980,000

Beginning in 2010, the Chicago to St. Louis Double-Track Improvements project is expected to generate significant economic benefits for the Chicago to St. Louis corridor area and the region in which the project's rolling stock will be manufactured. An estimated average of 5,861 jobs will be created annually by the project, including an average of 3,174 direct jobs per year. shows the profile of average full-time equivalent (FTE) employment generated annually by the project's expenditures. At the peak of spending, in the first quarter of 2012, approximately 7,973 FTE persons are employed as a result of the project, including 4,322 direct jobs. The second-highest year in terms of average annual employement would be 2011 when at total of 7,279 FTA persons would be employed. During 2013, a total of 5,444 FTE persons are estimated to be employed due to this project.
In total, the project is projected to create 27,839 person years of employment, including 15,077 direct job person years. In all four quarters of 2010, direct (on-project) jobs are expected to be 2,860, while for each quarter of 2011, the direct jobs have been estimated at 3,947 per quarter. This rises to a peak 0f 4,322 direct (on project) jobs during each quarter of 2012, and then is 2,935 direct jobs per quarter throughout 2013. For the first three quarters of 2014 (prior to revenue service), the direct (on-project) jobs would be 1,351 per quarter.

As expected, the civil engineering construction (11,562 person years) industry is estimated to receive the largest increase in jobs from the project, almost all of which are direct jobs created. The industries that will see a significant number of jobs created include health care (2,795 person years), manufacturing (1,841 person years), retail trade (1,822 person years), professional services (1,694 person years), administration and waste management (1,204 person years), food services (1,157 person years), finance and insurance (973 person years), and other services (902 person years).
It is also important to consider the quality of the jobs that would be created by this project. Our analysis shows that the majority of the jobs generated by this project would receive compensation of above $40,000/year, which is above the US average.

2B. Job Creation. Provide the following information about job creation through the life of the Corridor Program. Please consider construction, maintenance and operations jobs.

	FD/ Construction Period	First full year of operation	Fifth full year of operation	Tenth full year of operation
Anticipated number of onsite and other direct jobs created (on a 2080 work-hour per year, full-time equivalent basis).	3,174	142	142	142

(3) Environmental Benefits. *Please limit response to 6,000 characters.*

How will the Corridor Program improve environmental quality, energy efficiency, and reduce in the Nation's dependence on oil? Address the following:

- Any projected reductions in key emissions (CO2, O^3, CO, PMx, and NOx) and their anticipated effects. Provide any available forecasts of emission reductions from a baseline of existing travel demand distribution by mode, for the first, fifth, and tenth years of full operation *(provide supporting documentation if available).*
- Any expected energy and oil savings from traffic diversion from other modes and changes in the sources of energy for transportation. Provide any available information on changes from the baseline of the existing travel demand distribution by mode, for the first, fifth, and tenth years of full operation (*provide supporting documentation if available*).
- Use of green methods and technologies. Address green building design, "Leadership in Environmental and Energy Design" building design standards, green manufacturing methods, energy efficient rail equipment, and/or other environmentally-friendly approaches.

The 2003 Final EIS for the Chicago-St. Louis High-Speed Rail Project indicates that the full implementation of the 110 MPH service will result in the following improvements to the Human Environment:

The Preferred Alternative will result in lower volatile organic compound, carbon monoxide and nitrogen oxide emissions from passenger transportation sources in the corridor than under No-Build conditions.

HSR service as part of the Preferred Alternative will be more energy efficient than Amtrak service under the No-Build Alternative; will improve rail passenger service's relative energy efficiency over air and automobile travel; and will be more competitive with bus travel's energy consumption rate. With HSR, total annual energy consumption for all passenger travel in the corridor will also be lower than with the No-Build Alternative.

Existing ridership in the HSIPR Corridor is significant, with almost one-half of one million passenger trips carried annually. This project will improve on-time performance and reduce train travel times in the corridor, making train travel more attractive. For illustrative purposes, even if the project itself only increased annual ridership by one (1) percent (assuming 100% mode shift from automobile to train travel; a shift from airplane to train travel would likely yield even higher results), the resulting annual evnironmental benefits for the first and fifth years could be similar to the following:

- Reduce vehicle miles of travel by 1.3 million;
- Reduce fuel consumption by 83,500 gallons, reducing dependence on oil;
- Reduce volatile organic compound (VOC) emissions by 1,400 pounds;
- Reduce carbon monoxide (CO) emissions by 30,000 pounds;
- Reduce oxides of nitrogen (NOx) emissions by 1,900 pounds;
- Reduce carbon dioxide (CO2) emissions by 800 tons; and,
- Reduce particulate (PM10) emissions by 100 pounds.

(4) Livable Communities Corridor Program Benefits Narrative. (*For more information, see Section 5.1.1.3 of the HSIPR Guidance, Livable Communities)**.** *Please limit response to 3,000 characters.*

How will the Corridor Program foster Livable Communities? Address the following:

- Integration with existing high density, livable development: Provide specific examples, such as (a) central business districts with walking/biking and (b) public transportation distribution networks with transit-oriented development.
- Development of intermodal stations: Describe such features as direct transfers to other modes (both intercity passenger transport and local transit).

The Chicago-St. Louis HSR Corridor bisects the State of Illinois, connecting two of the Midwest's largest cities, Chicago, IL and St. Louis, MO. These cities have a combined population of 3,244,205 (2000) and millions more live within the metropolitan areas of these cities. The corridor also serves other major Illinois metropolitan centers including Joliet, Bloomington-Normal and Springfield, each with significant populations.

Both Chicago and St. Louis have well-established bus and rail transit systems and already provide multi-modal connections to the Amtrak stations that are the endpoints of the corridor. Additionally, many of the other towns and cities served by this corridor also have bus systems that serve their respective Amtrak stations. This well-developed mass transit network will compliment and provide continued feeder service to the HSR system.

The Chicago central business district (CBD) is characterized by very dense, transit-oriented development that is pedestrian-friendly and bicycle-friendly. Stations along Chicago's regional rail network (with connections to the HSR corridor) also provide numerous examples of transit-oriented development that combine residential and retail uses. The 2040 Regional Framework Plan (adopted by the former Northeastern Illinois Planning Commission) recognizes the interdependence of transportation and land use and provides guidance for the development of "compact, mixed-use development and redevelopment; jobs and housing balance; transit-oriented development…" Smaller metropolitan communities along the corridor, such as Joliet, Bloomington-Normal and Springfield, also provide housing, employment and retail in close proximity to the HSR Corridor station areas.

E. Application Success Factors

(1) Project Management Approach and Applicant Qualifications Narrative. *Please provide separate responses to each of the following. Additional information on program management is provided in Section 5.1.2.1 of the HSIPR Guidance, Project Management.*

1A. Applicant qualifications.

Management experience: Does the applicant have experience in managing rail investments and Corridor Programs of a similar size and scope to the one proposed in this application?

☒ Yes - Briefly describe experience (brief project(s) overview, dates)
☐ No- Briefly describe expected plan to build technical and managerial capacity. Provide reference to Project Management Plan.

Please limit response to 3,000 characters.

IDOT has successfully managed $143 million in previous capital improvement and service enhancement projects on the Chicago-St. Louis and other passenger rail corridors in the State of Illinois. A significant commitment by the State to double the support given to Amtrak services on three corridors has achieved substantial results in terms of increased train frequency and ridership over the past two years. IDOT has also managed larger highway-oriented programs.

1B. Describe the organizational approach for the different Corridor Program stages included in this application (e.g., final design, construction), including the roles of staff, contractors and stakeholders in implementing the Corridor Program. For construction activities, provide relevant information on work forces, including railroad contractors and grantee contractors. *Please limit response to 3,000 characters.*

Program Management of large-scale projects, such as the transformation of the Chicago-St. Louis Corridor into a high-capacity, high-speed mixed-use corridor, requires significant and specialized resources, skills and experience. The Illinois Department of Transportation, as well as partner Union Pacific, are highly experienced in the delivery of major transportation programs. Unlike many state DOT's, IDOT also has experience delivering rail programs. However, because of the complexity and wide scope of needs, a Program Management Team (PM Team) will be engaged to augment the public agency, rail carrier and regulatory agency's forces. The Service Developent Plan and Project Management Plan provide additional details regarding the proposed organizational approach.

The role of a PM Team is to manage the program implementation including the wide-range of interdependencies between standards, designs and projects that comprise the overall program. The Team coordinates those elements of the program that are common to the management; organization; finance; risk assumption; as well as standards of communication, methods, technology and quality that are required to successfully develop and provide the fixed facilities, rolling stock and transportation services envisioned. The Team provides either direct management or management oversight to accomplish the goals of the program.

The Team is envisioned to be integrated, with staff from IDOT, consultants, and other program partners. For a program of this size, with the broad range of disciplines and stakeholders involved, it is recommended that key personnel from IDOT, Amtrak and UPRR be temporarily assigned to the PM Team, to ensure that input, review and coordination activities are expedited.

Individual projects are defined with in the overall program. These individual projects include the rolling stock acquisition, environmental activities and design activities. Design activities can be on a line section basis (such as between Joliet and the UPRR Intermodal Center now under construction) or on a location-specific basis, such as when a special structure or approach is required.

Project Managers within the PM Team will be responsible for day-to-day execution of individual project components of the program, and report to the management of the PM Team. Additionally, the PM Team would be responsible for ensuring that productive relationships are maintained with each of the key stakeholders, including IDOT, the UPRR, Amtrak, Metra, regulatory agencies and local governments and authorities. Media and the public at-large are also a key part of the

relationship and information dissemination responsibilities of the PM Team.

Construction contractors will be employed for work related to grading, stations, equipment, road-crossing, and other work. Railroad construction is likely to be performed by railroad forces in compliance with labor agreements.

1C. Does any part of the Corridor Program require approval by FRA of a waiver petition from a Federal railroad safety regulation? (Reference to or discussion of potential waiver petitions will not affect FRA's handling or disposition of such waiver petitions).

☐ YES- If yes, explain and provide a timeline for obtaining the waivers
☒ NO
Please limit response to 1,500 characters.

1D. Provide a preliminary self-assessment of Corridor Program uncertainties and mitigation strategies (consider funding risk, schedule risk and stakeholder risk). Describe any areas in which the applicant could use technical assistance, best practices, advice or support from others, including FRA. *Please limit response to 2,000 characters.*

The primary funding risk in the delivery of the project is the ability of the state to reserve capital funds from the bi-annual budget.

One of the larger schedule risks involves the development of PTC. While mandated by the FRA for installation nationwide by 2015, and some initial installations are under way, no corridor of this length and complexity has yet been fitted with a PTC system that meets regulations. It must be expected that there will be development, implementation, and testing challenges. To a lesser extent, schedule delays could be experienced in equipment procurement, since North American industry capacity for equipment is limited, and no manufacturer currently supplies locomotives capable of consistent 110mph operation.

The major stakeholder in the program is the Union Pacific. UPRR has proven itself highly capable of delivering major programs on a regular basis, but risks could include prioritization of projects, competing internal policies, limitations in manpower, and other factors. IDOT and UPRR have a strong history of successful implementation of projects on the corridor to date.

One area of stakeholder risk involves the City of Springfield, where some stakeholders prefer that rail service be relocated from Third Street (the passenger route) to an alternate route. IDOT has proposed that an environmental study be performed by the City of Springfield and Sangamon County so that rail relocation can become eligible for federal reimbursement. A portion of the funds in this application allocated to mitigation along the Third Street Corridor may not be needed if this environmental study shows that rail traffic should be moved to another corridor. In that event, a portion of the mitigation funds may be used in the other corridor that is chosen in the environmental study.

Another risk involves the need for new right of way, required in certain locations. Appropriate mitigation activities will be undertaken.

(2) Stakeholder Agreements Narrative. *Additional information on Stakeholder Agreements is provided in Section 5.1.2.2 of the HSIPR Guidance.*

Under each of the following categories, describe the applicant's progress in developing requisite agreements with key stakeholders. In addition to describing the current status of any such agreements, address the applicant's experience in framing and implementing similar agreements, as well as the specific topics pertaining to each category.

2A. Ownership Agreements – Describe how agreements will be finalized with railroad infrastructure owners listed in the "Right-of-Way Ownership" and "Service Description" tables in Section B. If appropriate, "owner(s)" may also include operator(s) under trackage rights or lease agreements. Describe how the parties will agree on Corridor Program design and scope, benefits, implementation, use of Corridor Program property, maintenance, scheduling, dispatching and operating slots, Corridor Program ownership and disposition, statutory conditions and other essential topics. Summarize the status and substance of any ongoing or completed agreements. *Please limit response to 3,000 characters.*

IDOT has had a successful relationship with UPRR as primary onwer of the corridor for many years during the previous phases of the project. Negotiations with Amtrak and the UPRR have already begun for theis next phase. As this Application, Service Development Plan, corridor maps, PE documents and other project work products continue to advance, these will be continue to be shared with the UPRR Comments and additional information on the documents will be solicited from the UPRR so appropriate upgrades can be made to the base documents. These will ultimately result in negotiations and agreement regarding Ownership Agreements with the various entites involved with the project. A Memorandum of Understanding is already in place.

2B. Operating Agreements – Describe the status and contents of agreements with the intended operator(s) listed in "Services" table in the Application Overview section above. Address Corridor Program benefits, operation and financial conditions, statutory conditions, and other relevant topics. *Please limit response to 3,000 characters.*

Amtrak will continue to provide service on the Chicago-St. Louis corridor per current agreements. As noted in other responses in this Application, the agency has been highly supportive of the Chicago-St. Louis HSR project since its inception. An Agreement in Principle has already been developed and is attached.

2C. Selection of Operator – If the proposed operator railroad was not selected competitively, please provide a justification for its selection, including why the selected operator is most qualified, taking into account cost and other quantitative and qualitative factors, and why the selection of the proposed operator will not needlessly increase the cost of the Corridor Program or of the operations that it enables or improves. *Please limit response to 3,000 characters.*

Amtrak is the operator of the current service on the corridor, and will continue to be operator of the enhanced services. This selection is based on the benefits of being part of Amtrak's extensive network of passenger services currently operated out the the Chicago rail passenger hub. This provides significant efficiencies in a number of ways. Amtrak has an existing major maintenance base already in place and available for use. A new operator would incur the costs of a new facility or arrangement. Amtrak as an operator can also provide efficiencies in fleet utilization, since a pool of equipment can be available immediately to cover unforeseen problems such as bad-order cars or other circumstances requriing replacement equipment. This pool can also be available to provide additional peak capacity as may be required. Amtrak is also in the unique position of being able to advance the goal of standardization of equipment, while this would be more difficult to achieve with a new operator. Lastly, Amtrak has been the operator of Chicago hub corridor services for Illionois for many years, and has been a willing and supportive partner in numerous service enhancements over that time. These include innovative equipment, schedule interlining initiatives and significant expansion of services/frequencies.

2D. **Other Stakeholder Agreements** – Provide relevant information on other stakeholder agreements including State and local governments. *Please limit response to 3,000 characters.*

A Midwest HSR Corridor Memorandum of Understanding involving the States of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio and Wisconsin, and the City of Chicago for "The Implementation of High-Speed Rail Passenger Service and Connections Involving Corridors Linking Cities in their Respective States" was signed on July

27, 2009. This establishes the MOU participant's respective roles and responsibilities regarding the implementation of HSR service. Discussions are underway that could lead to extensive coordination of the procurement of the new 110 MPH passenger rail equipment covered by this application, which will provide the opportunity for significant levels of standardization and efficiencies. An Agreement in Principle already has been developed with Amtrak. IDOT and Union Pacific, as well as other railroads, have a long history of successful coordiantion on this corridor. The States of Illinois and Missouri have a Memorandum of Understanding in place.

2E. Agreements with operators of other types of rail service - Are benefits to non-intercity passenger rail services (e.g., commuter, freight) foreseen? Describe any cost sharing agreements with operators of non-intercity passenger rail service (e.g., commuter, freight). *Please limit response to 3,000 characters.*

The Chicago-Joliet portion of the corridor (37 miles) is shared with Metra commuter operators. The increased capacity, especially additional crossovers and other features, will improve Metra reliability and operations.

Benefits to UPRR's freight buiness will be realized, especially with regard to expected increases in intermodal freight traffic as a result of the oepning, then development of, the Joliet Intermodal Center at the north end of the corridor. These benefits will include increased capacity, increased reliability, and improved operating flexibility. UPRR will provide its right-of-way at no additional cost to the project.

(3) Financial Information

3A. Capital Funding Sources. Please provide the following information about your funding sources (if applicable).

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding[4]	Type of Funds	Dollar Amount (millions of $ YOE)	% of Program Cost	Describe uploaded supporting documentation to help FRA verify funding source
UPRR ROW	New	Planned	Matching	$81	2.5%	MOU with UPRR
Local Contribution towards station costs	New	Planned	Various	$1.9	0.06%	Selected MOU's with Communities
IDOT	New	Planned	Matching	$2	0.06%	IDOT Grant for Springfield Env Study
	New	Committed				

3B. Capital Investment Financial Agreements. Describe any cost sharing contribution the applicant intends to make towards the Corridor Program, including its source, level of commitment, and agreement to cover cost increases or financial shortfalls. Describe the status and nature of any agreements between funding stakeholders that would provide for the applicant's proposed match, including the responsibilities and guarantees undertaken by the parties. Provide a brief description of any in-kind matches that are expected. *Please limit response to 3,000 characters.*

UPRR is making its ROW available at no additional cost to the project. The planned local share toward station costs represents 2% of the estimated cost of the station facilities and amenities, as included in the "Corridor Program Data" spreadsheet and other supplemental information submitted with this application. IDOT will provide a $2 million local match to be used to conduct the environmental studies in Springfield for the mitigation of rail traffic on the 3rd Street Corridor.

3C. Corridor Program Sustainability and Operating Financial Plan.

Please report on the Applicant's projections of future financial requirements to sustain the service by completing the table below (in YOE dollars) and answering the following question. Describe the source, nature, share, and likelihood of each identified funding source that will enable the State to satisfy its projected financial support requirements to sustain the operation of the service addressed in this Corridor Program. *Please limit response to 2,000 characters.*

IDOT has demonstrated a significant, sustained commitment to supporting and expanding rail transportation options throughout the state and on key corridors throughout Amtrak's existence. The State's recent doubling of support on three corridors has achieved substantial results in terms of increased train frequency and ridership over the past two years. IDOT also has a sustained history of having supported major capital improvements on passenger rail corridors throughout the state, including implementation of state of the art signaling and grade crossing protection systems, as well as major track improvement projects.

Operation of the new locomotives and cars should contribute to a decrease in the operating cost of an individual train by reducing the maintenance requirements compared to existing rolling stock. Further, as noted elsewhere in this Application, the new locomotives will offer several environmental benefits, including improved fuel economy, compliance with Tier III emissions regulations and lower noise emissions.

IDOT will explore all reasonable opportunities to improve the energy performance of rail stations and new maintenance facilities. Among the possible strategies are minimzing water use, improving construction practices and selecting materials

[4] Reference Notes: The following categories and definitions are applied to funding sources:
Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed phase without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or State Capital Investment Program CIP or appropriation. Examples include dedicated or approved tax revenues, State capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed phase, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed phase.
Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed phase but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the phase sponsor's control (e.g., the phase development schedule extends beyond the State Rail Program period).
Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for State/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

with outstanding and stable life cycle properties. The stations will be responsive to the town/city in which they are located, and will be built/delivered in a process that responds to the people who will be using these stations. The stations and new maintenance facilities will be considered as whole buildings, with inter-related building systems that deliver optimum performance. Green design principles will be followed to use the most environmentally optimal solution for the buildings and consider how the buildings can improve and enhance the environment in which they are built.

IDOT will require that the stations and new maintenance facilities are designed and built to achieve LEED certification.

Note: Please enter supporting projections in the Track 2 Application Supporting Forms, and submit related funding agreements or other documents with the Supporting Materials described in Part G of this Track 2 Application. The numbers entered in this table must agree with analogous numbers in the Supporting Forms.

Funding Requirement (as identified on the Supporting Form)		**Projected Totals by Year ($ Millions Year Of Expenditure (YOE)* Dollars - One Decimal)**		
	Baseline Actual-FY 2009 Levels (State operating subsidy for FY 2009 if existing service)	**First full year of operation**	**Fifth full year of operation**	**Tenth full year of operation**
Indicate the Fiscal Year	2009	2014	2018	2023
Surplus/deficit after capital asset renewal charge[5]	($11,890)	($17,534)	($10,977)	($3,730)
Total Non-FRA sources of funds applicable to the surplus/deficit after capital asset renewal	$11,890	$17,534	$10,977	$3,730
Funding Requirements for which Available Funds Are Not Identified	0	0	0	0

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation.

Note: Data reported in this section should be consistent with the information provided in the Operating and Financial Performance supporting form for this application.

[5] The "capital asset renewal charge" is an annualized provision for **future** asset replacement, refurbishment, and expansion. It is the annualized equivalent to the "continuing investments" defined in the FRA's Commercial Feasibility Study of high-speed ground transportation (*High-Speed Ground Transportation for America*, September 1997, available at http://www.fra.dot.gov/us/content/515 (see pages 5-6 and 5-7).

(4) Financial Management Capacity and Capability – Provide audit results and/or other evidence to describe applicant capability to absorb potential cost overruns, financial shortfalls identified in 3C, or financial responsibility for potential disposition requirements (include as supporting documentation as needed). Provide statutory references/ legal authority to build and oversee a rail capital investment. *Please limit response to 3,000 characters.*

IDOT has full financial management capability for planning and implementing projects, demonstrated by years of highway projects statewide. Illinois also brings significant demonstrated financial commitment to rail by supporting Amtrak services with funding for the Chicago-St. Louis (and other) Corridor. In fact, the State's recent doubling of support on three corridors has achieved substantial results in terms of increased train frequency and ridership over the past two years. Improvements have been implemented by IDOT including state of the art signaling upgrades, track improvement, etc. IDOT is also the lead agency for the complex and multi-party CREATE freight railroad improvement initiative. Audit results can be made available.

(5) Timeliness of Corridor Program Completion – Provide the following information on the dates and duration of key activities, if applicable. For more information, see Section 5.1.3.1 of the HSIPR Guidance, Timeliness of Corridor Program Completion.

Final Design Duration:	8 months
Construction Duration:	19 months
Rolling Stock Acquisition/Refurbishment Duration:	53 months
Service Operations Start date:	09/2014 *(mm/yyyy)*

(6) If applicable, describe how the Corridor Program will promote domestic manufacturing, supply and industrial development, including furthering United States-based equipment manufacturing and supply industries. *Please limit response to 1,500 characters.*

The project will require the manufacture of a significant amount of rail, crossties, other track materials, structural materials, communication equipment, signal equipment and other project related materials. This project will also require the manufacture and assembly of components and equipment making up the new 110 MPH locomotives and cars. With a significant portion of the funding provided by the federal government, the new locomotives and cars will have to meet "Buy America" and other federal funding requirements, leading to the creation of jobs associated with the assembly and testing of the new rolling stock. These are common elements to all HSR development projects within the United States. As materials are consumed for this and other similar projects throughout the country, a need for additional resources will occur which will provide opportunities for manufacturing firms to increase production rates and to grow.

(7) If applicable, describe how the Corridor Program will help develop United States professional railroad engineering, operating, planning and management capacity needed for sustainable IPR development in the United States. *Please limit response to 1,500 characters.*

The project will require engineering and management expertise in the areas of railroad, rail equipment, communications and systems design, manufacturing and construction. These are common elements to all HSR development projects within the United States. As engineering and management forces are dedicated to this and other similar projects, a need for additional resources will occur which will provide opportunities for entry and mid-level engineers and managers to advance. New entry level engineers will also be sought from colleges and universities. With engineering companies striving to develop diverse workforces, this will create opportunities for female, minority and other disadvantaged graduates. Plant construction and testing activities will present additional opportunities for newer management personnel to learn and grow, again opening the door for new entry level staff.

F. Additional Information

(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section E, Question 1B). *This section is optional.*

Section B, Question 4: Deployment of Positive Train Control (PTC) as part of this project is required to achieve 110 MPH passenger train operation and meet the desired operational safety levels in this mixed-use corridor. Union Pacific's Vital Train Management System (VTMS) is designed to meet the PTC statutory requirements for prevention of train-to-train collisions, train over-speed and resulting derailments, unauthorized train incursions into established work zones and train movement through a switch in the wrong position. Additionally, passenger trains equipped with VTMS will communicate with highway crossing warning systems along the corridor to ensure safe, high-speed operation.

The PTC installation as part of the Chicago-St. Louis double-track project will be extended to cover those sections of new track being added in this phase, as well as the many on-line crossovers that will be provided between tracks. A further significant impact in the double-tracking will occur relative to grade crossings, many of which will be single-track installations on completion of the 2004 ROD improvements. Modifications to the underlying Traffic Control signal system, including relocation of some signals, will be required as will integration and testing of the complete set of subsystems and components. Successful implementation of PTC on this corridor will serve to improve reliability, increase speeds and enhance capacity throughout the Midwest.

Section B, Question 7: Amtrak passenger trains operate at a maximum speed of 79 mph currently on the Corridor. Four "Lincoln Service" Corridor round-trips are operated each day, along with one "Texas Eagle" round-trip. Gateway Eastern owns 17 miles rom East Alton to East St. Louis. The TRRA owns the 1.5 miles from East St. Louis to the connection to the Amtrak St. Louis Station. A maximum speed of 30 MPH is possible. This section of line includes the Municipal Bridge, which is densely-trafficked, with about 200 daily train moves.

Section B, Question 8: As demand on the Chicago-St. Louis Corridor increases, or as the corridor service trains are expanded (on completion of the full double-tracking of the line, in example), new rolling stock being used temporarily on other lines may be transferred to the Chicago-St. Louis Corridor. The eight round-trips per day sevice plan envisioned to be implemented after full double-tracking will require two additional trainsets over the EIS-ROD service plan.

IDOT would welcome joint procurement of rolling stock with other State DOTs or other agencies as a means of securing a more favorable price on the rolling stock, so long as the features IDOT considers essential on this new equipment are included in any final, joint procruement specification/Contract.

Further information on the new rolling stock includes that the cars will include state of the art communications and information systems, but will be required to be fully compatible with existing Amtrak rolling stock, providing for maximum flexibility in use of the new equipment. The performance specifications require that if the new locomotives and/or cars are used on lower-speed corridors, this operation should occur without any degradation in performance or comfort. All equipment in this procurement is to be FRA-compliant and all trucks and other key operating equipment/features will be tested and certified as suitable for sustained 110 MPH revenue operation prior to commencing the high-speed rail service.

IDOT and Amtrak are committed to assuring the integrity of the improved, 110 MPH-capable Chicago-St. Louis Corridor.

Section C, Questions 3 and 4: The links to the Final EIS and ROD are provided. Note that these documents are specific to the section of line and the proposed improvement projects that would be included between Dwight and Alton, IL.

Section D, Question 1.B: Statistics in table are the average for the 110 MPH Corridor trains. Expected on-time performance for the "Texas Eagle" will also be 90%. Average speed for a 110 MPH Corridor express train is expected to be 76 MPH, 68.9 MPH for a Corridor train making all stops and 53 MPH for the "Texas Eagle." Delay minutes for a 110 MPH Corridor express train are projected to be 123 minutes, 197 minutes for a Corridor train making all stops and 522 minutes for the "Texas Eagle." Expected performance data also reflects an additional seven UPRR Joliet Intermodal trains being operated on this line.

Section D, Question 2.A: This indicates the project will help stimulate the local economy.

In total, the project can be expected to generate $4.3 billion in real economic output (in 2009 dollars), with over $819 million dollars of economic output in 2010. Consistent with job creation, the majority of the economic activity would be generated in 2012.

It is estimated that the additional annual operations and maintenance (O&M) spending created by the project will be approximately $46.7 million (in 2009 dollars). For the purposes of this analysis, it has been assumed that the same service levels would be provided in the 1st, 5th and 10th years after completion of the project. To quantify the annual economic impacts of O&M spending, BEA Regional Input-Output Modeling System (RIMS II) multipliers for McLean County and the State of Illinois were utilized. RIMS II industry code 30 (Rail Transportation) was used. The results of the analysis are:

Direct Impacts
Employment (Person Years): 142
Earnings (2009 dollars): $11.0 million
Output (2009 dollars): $42.5 million
Indirect/Induced Impacts
Employment (Person Years): 265
Earnings (2009 dollars): $12.4 million
Output (2009 dollars): $55.8 million
Total Impacts
Employment (Person Years): 407
Earnings (2009 dollars): $23.3 million
Output (2009 dollars): $98.3 million

As expected the transportation and warehousing industry is estimated to receive the largest increase in jobs from the project, almost all of which are direct jobs created (142 person years). Other industries seeing a significant increase in jobs created are expected to include: heatlhcare (32 person years), retail trade (32 person years), adminstration and waste management (26 person years), manufacturing (25 person years), professional services (23 person years), food services (20 person years), finance and insurance (20 person years) and real estate (20 person years).

It is also important to consider the quality of the jobs created by the O&M speding on this project. The majority of the jobs generated by the project would receive compensation above $0,000/year, which is above the average US per capita income. This indicates that the project will help to stimulate the regional economy. The greatest number of jobs created is in the $40-60,000/year range (176 person years). The second highest number is 110 person years, in the $20-40,000/year range. A total of 90 person years of jobs are expected to be created in the $60-80,000/year range, with the balance (26 person years) in the below $20,000/year range.

Section E, Question 3.A: The link in the table is to Illinois House Bill 312, Public Act 96-0035 - the

Capital Bill Legislation Expenditures.

Section E, Question 3.C: The design of the stations and new maintenance facilities will be required to incorporate best practices with regard to energy saving strategies for lighting, heating and cooling and for improvements in water efficiency. Use of materials with good life cycle assessment ratings, incorporation of natrual ventilation and daylighting and for enhancement of indoor air quality will also be emphasized in the design documents. Procurement documents will incorporate best practices for reduction of construction waste, as well.

With regard to financial sustainability and the sustainability of the Chicago-St. Louis High-Speed Intercity Passenger Rail Corridor, if ARRA funds are awarded for this corridor, IDOT will amend its operating agreement in place at that time with Amtrak to provide operational support for the eight proposed 110 MPH round trips between Chicago and St. Louis. Illinois funds the Intercity Passenger Rail program with State General Revenue Funds. In 2009, the State passed the Illinois Jobs Now Capital Bill, which included $400 million for High-Speed Rail, $150 million for Amtrak and $300 million for the CREATE project. These Series B Bond funds will be used to match successful ARRA applications and also future federal authorizations for both High-Speed/Passenger and Rail Freight programs.

IDOT will also require that the high-speed rail line is designed and delivered to respect and enhance the environment through which it runs. This will be accomplished by requiring that waste and recycled materials are used as fill, where practical/possible. It will also require that materials and equipment are manufactured in an environmentally-responsible manner, as well as requiring that the selected vendors have ISO 14001 and 18001 Certifications, as appropriate.

Section E, Question 5: Durations shown include overlap between the track reconstruction and new construction work, the signal work and other project activities, such as stations and rolling stock design, construction and testing, which will extend beyond the two-year window (these elements were not included in any Track 1a Application).

Corridor Program Name: IL-Chicago-St.Louis - Double-Track *Date of Submission:* 10/02/09 *Version Number:* 0

G.Summary of Application Materials

Note: In addition to the requirements listed below, applicants must comply with all requirements set forth in the HSIPR Guidance and all applicable Federal laws and regulations, including the American Recovery and Reinvestment Act of 2009 (ARRA) and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

Application Forms	Required for Corridor Programs	Required for Projects [See Note Below]	Reference	Comments
☒ This Application Form	✓		HSIPR Guidance Section 4.3.3.3	
☐ Corridor Service Overview (Same Corridor Service Overview may be used for multiple applications)	✓		HSIPR Guidance Section 4.3.3.3	
Supporting Forms (*Forms are provided by FRA on Grant Solutions and the FRA website*)	**Required for Corridor Programs**	**Required for Projects [See Note Below]**	**Reference**	**Comments**
☐ General Info	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
☐ Detailed Capital Cost Budget	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
☐ Annual Capital Cost Budget	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
☐ Operating and Financial Performance and Any Related Financial Forms	✓		HSIPR Guidance Section 5.3.5	FRA Excel Form
☐ Program or Project Schedule	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form

Supporting Documents *(Documents to be generated and provided by the applicant)*	**Required for Corridor Programs**	**Required for Projects [See Note Below]**	**Reference**	**Comments**
☐ Map of Corridor Service	✓		Corridor Service Overview Question B.2	
☐ Service Development Plan	✓		HSIPR Guidance Section 1.6.2	
☐ "Service" NEPA	✓		HSIPR Guidance Section 1.6.2	
☐ Project Management Plan	✓		HSIPR Guidance Section 4.3.3.2	
☐ "Project" NEPA (Required before obligation of funds)		✓	HSIPR Guidance Section 1.6.2	
☐ PE Materials	✓	✓	HSIPR Guidance Section 1.6.2	
☐ Stakeholder Agreements	✓	✓	HSIPR Guidance Section 4.3.3.2	
☐ Financial Plan	✓	✓	HSIPR Guidance Section 4.3.3.2	
☐ Job Creation	✓	✓	HSIPR Guidance Section 1.6.2	

Standard Forms *(Can be found on the FRA website and www.forms.gov)*	**Required for Corridor Programs**	**Required for Projects [See Note Below]**	**Reference**	**Comments**

☐ SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Form
☐ SF 424C: Budget Information-Construction	✓		HSIPR Guidance Section 4.3.3.3	Form
☐ SF 424D: Assurances-Construction	✓		HSIPR Guidance Section 4.3.3.3	Form
☐ FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	Form
Note: Items checked under "Corridor Programs" are required at the time of submission of this Track 2 Corridor Programs application. Items checked under "Projects" are optional at the time of submission of this Track 2 Corridor Programs application, but required prior to FD/Construction grant award.				

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

Upload #3

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	Corridor Program Data-DT

General Information

Below, please indicate the Corridor Program name, date of submission (mm/dd/yyyy), and an application version number assigned by the applicant. The Corridor Program name must be identical to the name listed in the Corridor Service Overview Master List of Related Applications. Limited to 40 characters, the Corridor Program name must consist of the following elements, each separated by a hyphen: (1) the State abbreviation of the State submitting this application; (2) the route or corridor name that is the subject of the related Corridor Service Overview; and (3) a descriptor that will concisely identify the Corridor Program's focus (e.g., HI-Fast Corridor-Main Stem)

1. Please enter the requested data into the yellow cells.
This information will auto-populate other areas of the Supporting Forms.

Corridor Program Name (*same as on Application Form*)	IL-Chicago-St. Louis - Double-Track Improvements
Lead State or Organization	Illinois Department of Transportation
Point-of-Contact (POC) Name	Mr. George Weber; Bureau Chief, Railroads
Point-of-Contact (POC) Email	george.weber@illinois.gov
Point-of-Contact (POC) Phone	(312) 793-4222
Date of Submission	10/02/09
Version of Submission	0

Application Assumptions

1. Please use this section to capture two separate sets of assumptions that will enter the costs shown in subsequent sheets. The contingency rate is the allowance for uncertainties in projected costs. The Annual Inflation Rate will be used to convert between 2010 constant dollars and Year of Expenditure dollars. Enter the assumed annual inflation rate for each category for each year.

2. If you wish to use FRA's auto-populated formulas to help complete the capital cost and operating/maintenance information, please enter the requested data into the yellow cells. You may chose to enter your own values into the capital cost budget forms if you do not wish to use the auto-populated formulas. If you use your own values, in the explanation box below note your method as well as describe any supporting documentation submitted with this form.

Cost Categories*	Contingency Rate Assumption (%)	Annual Inflation Rate Assumptions by Year (%)								
		2008	2009	2010	2011	2012	2013	2014	2015	2016
Categories for Detailed Capital Cost Budget										
10 Track Structures and Track	30.0%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
20 Stations, Terminals, Intermodal	30.0%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
30 Support Facilities: Yards, Shops, Admin. Bldgs	30.0%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
40 Sitework, Right of Way, Land, Existing Improvements & Special Conditions	30.0%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
50 Communications & Signaling	30.0%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
60 Electric Traction	30.0%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
70 Vehicles	10.0%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
80 Professional Services (applies to Cats. 10-60)	30.0%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
90 Unallocated Contingency	n/a									
100 Finance Charges	n/a									
Category for Operating, Financial, and Sustainability information		**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016****
Operating, Financial, Sustainability Information-- All-Purpose Inflation Rates										

* See "Capital Cost Info." for definitions and explanations of the Standard Capital Cost (SCC) Categories.
** For 2016 Operating, Financial, and Sustainability Inflation Assumptions, enter a single annual inflation rate for 2016 that will be used for 2016 and all subsequent years.

If not using the FRA-provided formulas, please describe your methodology in the space provided below as well as listing any supporting documentation.

Detailed Capital Cost Budget

		Program Name:	IL-Chicago-St. Louis - Double-Track Improvements		
		Note: Cells in Red represent the minimum required APPLICANT INPUTS (enter zero where not applicable)			
		Total Allocated Cost (Thousands of Base Yr FY10 Dollars)	Allocated Contingency (Thousands of Base Yr FY10 Dollars)	TOTAL COST (Thousands of Base Yr FY10 Dollars)	Explanation Provided? (if so use *)
10 TRACK STRUCTURES & TRACK					
10.01	Track structure: Viaduct	$ 62,500	$ 18,750	$ 81,250	Iles Flyover (NS over UPRR in Springfield)
10.02	Track structure: Major/Movable bridge		$ -	$ -	
10.03	Track structure: Undergrade Bridges		$ -	$ -	
10.04	Track structure: Culverts and drainage structures		$ -	$ -	
10.05	Track structure: Cut and Fill (> 4' height/depth)		$ -	$ -	
10.06	Track structure: At-grade (grading and subgrade stabilization)	$ 275,000	$ 82,500	$ 357,500	Springfield rail line relocation/mitigation allowance
10.07	Track structure: Tunnel		$ -	$ -	
10.08	Track structure: Retaining walls and systems		$ -	$ -	
10.18	Other linear structures including fencing, sound walls		$ -	$ -	
Bridges, Tunnels, and Other Structures Subcategory Total		$ 337,500	$ 101,250	$ 438,750	
10.09	Track new construction: Conventional ballasted	$ 613,979	$ 184,194	$ 798,173	UP New 2nd main and rehab; CN rehab both mains N from Joliet
10.10	Track new construction: Non-ballasted	$ 41,600	$ 12,480	$ 54,080	St. Louis Terminal (TRRA)
10.11	Track rehabilitation: Ballast and surfacing		$ -	$ -	
10.12	Track rehabilitation: Ditching and drainage		$ -	$ -	
10.13	Track rehabilitation: Component replacement (rail, ties, etc)		$ -	$ -	
10.14	Track: Special track work (switches, turnouts, insulated joints)		$ -	$ -	
10.15	Track: Major interlockings		$ -	$ -	
10.16	Track: Switch heaters (with power and control)		$ -	$ -	
10.17	Track: Vibration and noise dampening		$ -	$ -	
Track Construction and Rehabilititation Subcategory Total		$ 655,579	$ 196,674	$ 852,253	
Total for Category 10 TRACK STRUCTURES & TRACK		$ 993,079	$ 297,924	$ 1,291,003	
20 STATIONS, TERMINALS, INTERMODAL					
20.01	Station buildings: Intercity passenger rail only	$ 10,369	$ 3,111	$ 13,480	Joliet, new EStL station and intermediate stations (Db-Tr) work
20.02	Station buildings: Joint use (commuter rail, intercity bus)		$ -	$ -	
20.03	Platforms	$ 10,813	$ 3,244	$ 14,057	Joliet, new EStL station and intermediate stations (Db-Tr) work
20.04	Elevators, escalators	$ 44,681	$ 13,404	$ 58,085	Joliet, new EStL station and intermediate stations (Db-Tr) work
20.05	Joint commercial development		$ -	$ -	
20.06	Pedestrian / bike access and accommodation, landscaping, parking	$ 10	$ 3	$ 13	Wheelchair lifts for Joliet and East St. Louis stations
20.07	Automobile, bus, van accessways including roads	$ 1,400	$ 420	$ 1,820	50-space parking lots at East St. Louis Station
20.08	Fare collection systems and equipment	$ 230	$ 69	$ 299	TVMs (Quik-Trak) at East St. Louis Station
20.09	Station security	$ 280	$ 84	$ 364	CCTV/other security at eight on-line stations
Total for Category 20 STATIONS, TERMINALS, INTERMODAL		$ 67,783	$ 20,335	$ 88,118	

		Note: Cells in Red represent the minimum required APPLICANT INPUTS (enter zero where not applicable)			
		Total Allocated Cost (Thousands of Base Yr FY10 Dollars)	Allocated Contingency (Thousands of Base Yr FY10 Dollars)	TOTAL COST (Thousands of Base Yr FY10 Dollars)	Explanation Provided? (if so use *)
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS					
30.01	Administration building: Office, sales, storage, revenue counting		$ -	$ -	
30.02	Light maintenance facility	$ 21,030	$ 6,309	$ 27,339	St. Louis Maintenance Facility
30.03	Heavy maintenance facility		$ -	$ -	
30.04	Storage or maintenance-of-way building/bases		$ -	$ -	
30.05	Yard and yard track	$ 7,010	$ 2,103	$ 9,113	St. Louis Maintenance Facility
Total for Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS		$ 28,040	$ 8,412	$ 36,452	
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS					
40.07	Purchase or lease of real estate	$ 197,425	$ 59,228	$ 256,653	Land acquisition plus value of UPRR ROW
	Purchase or lease of real estate Subcategory Total	$ 197,425	$ 59,228	$ 256,653	
40.01	Demolition, clearing, site preparation	$ 262,141	$ 78,642	$ 340,783	UP New 2nd main and rehab; CN rehab both mains N from Joliet
40.02	Site utilities, utility relocation		$ -	$ -	
40.03	Hazardous material, contaminated soil removal/mitigation, ground water treatments		$ -	$ -	
40.04	Environmental mitigation: wetlands, historic/archeology, parks		$ -	$ -	
40.05	Site structures including retaining walls, sound walls		$ -	$ -	
40.06	Temporary facilities and other indirect costs during construction		$ -	$ -	
40.08	Highway/pedestrian overpass/grade separations	$ 65,200	$ 19,560	$ 84,760	Road closures/grade separations
40.09	Relocation of existing households and businesses		$ -	$ -	
	All other Sitework, ROW, Existing Improvements Subcategory Total	$ 327,341	$ 98,202	$ 425,543	
Total for Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS		$ 524,766	$ 157,430	$ 682,196	
50 COMMUNICATIONS & SIGNALING					
50.01	Wayside signaling equipment	$ 280,209	$ 84,063	$ 364,272	PTC and Grade Crossing Improvements/New Work
50.02	Signal power access and distribution		$ -	$ -	
50.03	On-board signaling equipment		$ -	$ -	
50.04	Traffic control and dispatching systems		$ -	$ -	
50.05	Communications		$ -	$ -	
50.06	Grade crossing protection		$ -	$ -	Grade crossing protection equipment included in Line 5001
50.07	Hazard detectors (dragging equipment, , slide, etc.)		$ -	$ -	
50.08	Station train approach warning system		$ -	$ -	
Total for Category 50 COMMUNICATIONS & SIGNALING		*$ 280,209*	$ 84,063	$ 364,272	
60 ELECTRIC TRACTION					
60.01	Traction power transmission: High voltage		$ -	$ -	
60.02	Traction power supply: Substations		$ -	$ -	
60.03	Traction power distribution: Catenary and third rail		$ -	$ -	
60.04	Traction power control		$ -	$ -	
Total for Category 60 ELECTRIC TRACTION		$ -	$ -	$ -	

		Note: Cells in Red represent the minimum required APPLICANT INPUTS (enter zero where not applicable)			
		Total Allocated Cost (Thousands of Base Yr FY10 Dollars)	Allocated Contingency (Thousands of Base Yr FY10 Dollars)	TOTAL COST (Thousands of Base Yr FY10 Dollars)	Explanation Provided? (if so use *)
70 VEHICLES					
70.00	Vehicle acquisition: Electric locomotive		$ -	$ -	
70.01	Vehicle acquisition: Non-electric locomotive	$ 20,000	$ 2,000	$ 22,000	Four locomotives for St. Louis Double-Track Service at $5 million ea
70.02	Vehicle acquisition: Electric multiple unit		$ -	$ -	
70.03	Vehicle acquisition: Diesel multiple unit		$ -	$ -	
70.04	Veh acq: Loco-hauled passenger cars w/ ticketed space	$ 40,000	$ 4,000	$ 44,000	10 110 MPH cars for St. Louis Db-Tr Service at $4 million each
70.05	Veh acq: Loco-hauled passenger cars w/o ticketed space		$ -	$ -	
70.06	Vehicle acquisition: Maintenance of way vehicles		$ -	$ -	
70.07	Vehicle acquisition: Non-railroad support vehicles		$ -	$ -	
	Vehicle Acquisition Subcategory Total	$ 60,000	$ 6,000	$ 66,000	
70.08	Vehicle refurbishment: Electric locomotive		$ -	$ -	
70.09	Vehicle refurbishment: Non-electric locomotive	$ -	$ -	$ -	
70.10	Vehicle refurbishment: Electric multiple unit		$ -	$ -	
70.11	Vehicle refurbishment: Diesel multiple unit		$ -	$ -	
70.12	Veh refurb: Passeng. loco-hauled car w/ ticketed space	$ -	$ -	$ -	
70.13	Veh refurb: Non-passeng loco-hauled car w/o ticketed space		$ -	$ -	
70.14	Vehicle refurbishment: Maintenance of way vehicles		$ -	$ -	
70.15	Spare parts		$ -	$ -	
	Vehicle Refurbishment and Spare Parts Subcategory Total	$ -	$ -	$ -	
Total for Category 70 VEHICLES		*$ 60,000*	$ 6,000	$ 66,000	
80 PROFESSIONAL SERVICES					
80.01	Service Development Plan/Service Environmental		$ -	$ -	
	Service Development Plan/Service Environmental Subcategory Total	$ -	$ -	$ -	
80.02	Preliminary Engineering/Project Environmental	$ 117,233	$ 35,170	$ 152,403	6% on track, structures signal, stations and rolling stock
	Preliminary Engineering/Project Environmental Subcategory Total	$ 117,233	$ 35,170	$ 152,403	
80.03	Final Design	$ 39,078	$ 11,723	$ 50,801	2% on track, structures signal, stations and rolling stock
	Final Design Subcategory Total	$ 39,078	$ 11,723	$ 50,801	
80.04	Project management for design and construction	$ 19,539	$ 5,862	$ 25,401	1% on track, structures signal, stations and rolling stock
80.05	Construction administration & management	$ 156,310	$ 46,893	$ 203,203	8% on track, structures signal, stations and rolling stock
80.06	Professional liability and other non-construction insurance		$ -	$ -	
80.07	Legal; Permits; Review Fees by other agencies, cities, etc.		$ -	$ -	
80.08	Surveys, testing, investigation	$ 19,539	$ 5,862	$ 25,401	1% on track, structures signal, stations and rolling stock
80.09	Engineering inspection		$ -	$ -	
80.10	Start up		$ -	$ -	
	All Other Professional Services Subcategory Total	$ 195,388	$ 58,616	$ 254,004	
Total for Category 80 PROFESSIONAL SERVICES (applies to Cats. 10-60)		*$ 351,699*	$ 105,510	$ 457,209	
Subtotal (10-80)		**$ 2,305,576**	**$ 679,673**	**$ 2,985,249**	
90 UNALLOCATED CONTINGENCY					
Subtotal (10-90)				**$ 2,985,249**	
100 FINANCE CHARGES					
TOTAL CAPITAL COSTS (10-100)				**$ 2,985,249**	

OMB No. 2130-0583

	Note: Cells in Red represent the minimum required APPLICANT INPUTS (enter zero where not applicable)			
	Total Allocated Cost (Thousands of Base Yr FY10 Dollars)	Allocated Contingency (Thousands of Base Yr FY10 Dollars)	TOTAL COST (Thousands of Base Yr FY10 Dollars)	Explanation Provided? (if so use *)
Space provided for additional descriptions of capital costs. ***See Example under "Instructions" above. Please include references to specific Cost Category numbers.***				

Annual Capital Cost Budget

Instructions:
This form should provide a breakdown by year of the capital costs entered in the previous "Detailed Capital Cost Budget". The data you enter in this form should be drawn from any budget estimates or analysis you have completed for your program. (Thousands of dollars)

1. In the yellow cells, enter the annual dollar figures for each cost category in Base Year/FY 10 Dollars. Also provide the actual cost of 2009 activities in the Year of Expenditure (YOE) table. The blue cells above will auto-populate with the Base Year/FY 10 Dollars for FY 2009 if you entered assumed inflation rates in the "General Info" tab. If you did not enter assumed inflation rates, or you wish to make your own calculations, you may enter values in the light blue cells. Note: This form should reflect Federal Government Fiscal Years (FY) from October 1 through September 30.

2. The light blue Year of Expenditure (YOE) information will auto-populate if you entered assumed inflation rates in the "General Info" tab. If you did not enter assumed inflation rates, or you wish to make your own calculations, you may enter values in the light blue cells and provide further explanation in the box including descriptions of any attached supporting documentation.

3. Category 100, "Finance Charges," should be manually entered only for each year in for the YOE section of the table. This is necessary because of the added complexities embedded in these charges. The embedded formula will calculate the Base Year FY 2010 equivalent of YOE finance charges. Entries should accord with the financial plan for the project, as described in Sections 2.2 and 4.3.3.2 of the Guidance.

Program Name: IL-Chicago-St. Louis - Double-Track Improvements

BASE YEAR FY 2010 DOLLARS (Thousands)	2009	2010	2011	2012	2013	2014	2015	2016	2017	Total in Base Yr /FY 10 Dollars*	Check Figures Taken from Detailed Budget‡
10 TRACK STRUCTURES & TRACK	$ -	$ 258,200	$ 387,300	$ 387,300	$ 193,650	$ 64,553				$ 1,291,003	$ 1,291,003
20 STATIONS, TERMINALS, INTERMODAL	$ -			$ 26,435	$ 44,060	$ 17,623				$ 88,118	$ 88,118
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	$ -			$ 10,936	$ 18,226	$ 7,290				$ 36,452	$ 36,452
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS	$ -	$ 136,440	$ 204,657	$ 204,659	$ 102,330	$ 34,110				$ 682,196	$ 682,196
50 COMMUNICATIONS & SIGNALING	$ -	$ 72,854	$ 72,854	$ 91,068	$ 91,068	$ 36,427				$ 364,271	$ 364,272
60 ELECTRIC TRACTION	$ -									$ -	$ -
70 VEHICLES	$ -		$ 3,300	$ 23,100	$ 36,300	$ 3,300				$ 66,000	$ 66,000
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)	$ -	$ 114,305	$ 137,163	$ 91,444	$ 91,440	$ 22,857				$ 457,209	$ 457,209
90 UNALLOCATED CONTINGENCY	$ -									$ -	$ -
100 FINANCE CHARGES	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Program Cost (10-100)	**$ -**	**$ 581,799**	**$ 805,274**	**$ 834,942**	**$ 577,074**	**$ 186,160**	**$ -**	**$ -**	**$ -**	**$ 2,985,249**	**$ 2,985,249**

YEAR OF EXPENDITURE (YOE) DOLLARS	2009	2010	2011	2012	2013	2014	2015	2016	2017	YOE Total**
10 TRACK STRUCTURES & TRACK		$ 258,200	$ 404,729	$ 422,941	$ 220,987	$ 76,981	$ -	$ -	$ -	$ 1,383,837
20 STATIONS, TERMINALS, INTERMODAL		$ -	$ -	$ 28,868	$ 50,280	$ 21,016	$ -	$ -	$ -	$ 100,163
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS		$ -	$ -	$ 11,942	$ 20,799	$ 8,693	$ -	$ -	$ -	$ 41,435
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS		$ 136,440	$ 213,867	$ 223,493	$ 116,776	$ 40,677	$ -	$ -	$ -	$ 731,252
50 COMMUNICATIONS & SIGNALING		$ 72,854	$ 76,132	$ 99,449	$ 103,924	$ 43,440	$ -	$ -	$ -	$ 395,799
60 ELECTRIC TRACTION		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
70 VEHICLES		$ -	$ 3,449	$ 25,226	$ 41,424	$ 3,935	$ -	$ -	$ -	$ 74,034
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)		$ 114,305	$ 143,335	$ 99,859	$ 104,348	$ 27,257	$ -	$ -	$ -	$ 489,105
90 UNALLOCATED CONTINGENCY		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
100 FINANCE CHARGES										$ -
Total Program Cost (10-100)	**$ -**	**$ 581,799**	**$ 841,511**	**$ 911,778**	**$ 658,537**	**$ 221,999**	**$ -**	**$ -**	**$ -**	**$ 3,215,624**

* For the purpose of this application, base year dollars are considered FY 2010 dollars.
**Year-of-Expenditure(YOE) dollars are inflated Base Year dollars. Applicants may determine their own inflation rate and enter it on the "General Info" tab. Applicants should also explain their proposed inflation assumptions (and methodology, if applicable) in the Application Form.
‡ As a convenience to applicants in cross-checking their figures, this column shows the "Total Costs" by category in FY 2010 dollars carried over from the "Detailed Capital Cost Budget" sheet.

If not using the FRA-provided formulas, please describe your methodology in the space provided below as well as listing any supporting documentation.

As of 0810 on 2 Oct 2009 - this includes the spread of costs associated with the work on track, signal, grade crossing, stations and rolling stock for the double-track project. Projects at Iles, on TRRA and for road closures/grade separations have been included. New Eazt St. Louis station and new second main have land acquisition requirements (included in the costs). Updated value of UPRR ROW and track project costs have been included. Revised Springfield rail line relocation/mitigation allowance is included. Cost for St. Louis maintenance facility and facility track included.

Operating Information and Financial Performance

Instructions:
1. Input the operating and financial information in the yellow cells. (Dollar values are in millions of 2010 constant dollars except as noted.)

2. Ensure the light blue cells have auto populated with data based on the imbedded equations

3. Do not input information in cells with hatch marks.

4. If there is no "Comparable Existing Service," leave the FY 2008 and FY 2009 columns blank.

5. For lines 28 and 39 of the "Comparable Existing Service," enter YOE dollars into the yellow cells and the light blue cells will auto populate with FY 2010 dollars using the inflation assumptions detailed earlier in this workbook. If figures are already available in FY 2010 dollars, enter these over the formula in the light blue cell.

			Corridor Program Name		IL-Chicago-St. Louis - Double-Track Improvements		
			For Comparable Existing Service Only:		Projections for Full Years of Operation Following Program Completion		
Line No.	Formula (e = entry)	Line Items		*(Use best estimates for full-year FY 2009 data)*	First full year	Fifth full year	Tenth full year
		Indicate the fiscal year - use yyyy format as shown for 2008 and 2009	2008	2009	2014	2018	2023
		Physical, production, and traffic factors for the corridor program					
1	e	Route-miles, total	284	284	284	284	284
2	e	Typical trip time over entire route (hours)	5.5	5.5	5.0	5.0	5.0
3	=line 1 / line 2	Average train speed (mph) over entire route	51.6	51.6	56.8	56.8	56.8
4	e	Top operating speed (mph)	79	79	110	110	110
5	e	Trains per day (round-trips)(average over the course of a year)	4.0	4.0	8.0	8.0	8.0
6	e	Trains per day (round-trips)(typical weekday)	4.0	4.0	8.0	8.0	8.0
7	e	Passenger-Trips, Thousands	881	1,131	1,210	1,339	1,427
8	e	Passenger-Miles, Thousands	167,000	215,000	230,000	254,000	271,000
9	=line 28 / line 8	Average fare per passenger-mile (FY 2010 dollars, three decimals)	$0.230	$0.229	$0.229	$0.230	$0.245
10	=line 8 / line 7	Average trip length (miles)	189.6	190.1	190.1	189.7	189.9
		Effect on other modes-traffic in the city-pairs served:					
11	e	Percent of air traffic diverted			15%	15%	15%
12	e	Percent of intercity auto traffic diverted			3%	3%	3%
12a	e	If comparable service now exists: Percent of intercity rail traffic diverted			100%	100%	100%
13	e	Percent of intercity bus traffic diverted			0%	0%	0%
		Rail corridor traffic by source (thousands of passenger-miles):					
14	e	Diverted from air			46,700	50,300	53,000
15	e	Diverted from auto			140,000	150,800	163,400
16	e	Diverted from conventional/previous rail			33,800	33,800	33,800
17	e	Diverted from bus			0	0	0
18	e	Induced			24,500	26,100	27,800

			Corridor Program Name		IL-Chicago-St. Louis - Double-Track Improvements		
			For Comparable Existing Service Only:		Projections for Full Years of Operation Following Program Completion		
Line No.	Formula (e = entry)	Line Items		*(Use best estimates for full-year FY 2009 data)*	First full year	Fifth full year	Tenth full year
		Rail corridor traffic by source (percentage distribution of total):					
19	=line 14 / line 8	Diverted from air			20%	20%	20%
20	=line 15 / line 8	Diverted from auto			61%	59%	60%
21	=line 16 / line 8	Diverted from conventional/previous rail			15%	13%	12%
22	=line 17 / line 8	Diverted from bus			-	-	-
23	=line 18 / line 8	Induced			11%	10%	10%
		Operating efficiency factors					
24	e	Train-miles. thousands	1402	1402	1402	1402	1402
25	=line 8 / line 24	Passenger-miles per train mile	119	153	164	181	193
26	e	Seat-miles, thousands	421,000	421,000	421,000	421,000	421,000
27	=line 8 / line 26	Load factor	40%	51%	55%	60%	64%
		Operating results and continuing investments - Thousands of FY 2010 dollars except where noted					
		Revenues (do not include any public subsidies):	YOE dollars	FY 2010 dollars	YOE Dollars	FY 2010 Dollars	
28	e	Passenger transportation revenue (for Comparable Existing Service ONLY, enter either YOE dollars (thousands) in yellow cells OR FY 2010 dollars (thousands) in the blue cells)	$38,400	$38,400	$49,258	$49,258	$52,707	$58,356	$66,513
29	e	Income from creditable ancillary activities					$2,590	$2,868	$3,054
30	=line 28 + line 29	System revenues					$55,297	$61,224	$69,567
		Operating and maintenance expenses: *(See "O&M Line Item Contents" sheet)*							
31	e	Maintenance of way (MOW)					$22,000	$22,000	$22,000
32	e	Maintenance of equipment (MOE)					$13,835	$13,835	$13,835
33	e	Transportation					$21,206	$21,803	$22,512
34	e	Sales and marketing					$4,265	$3,426	$3,656
35	e	Stations					$4,227	$3,126	$2,929
36	e	Police, Security, and Environmental Safety							
37	e	General and administrative					$2,798	$3,511	$3,865
38	=sum of lines 31 through 37	Total O&M expense					$68,331	$67,701	$68,797
39	= line 30 - line 38	Operating surplus/(deficit). (State operating (subsidy) for FY 2008 and 2009 if there is a comparable existing service. Otherwise leave blank for those years. For Comparable Existing Service ONLY, enter either YOE dollars (thousands) in yellow cells OR FY 2010 dollars (thousands) in the blue cells. **For rough comparability with any future deficits, express the (subsidy) as a negative number)**	$ (14,244)	$ (14,244)	$ (1,814)	$ (1,814)	$ (13,034)	$ (6,477)	$770
40	=line 39 / line 8	*Operating surplus/(deficit) per passenger-mile, in dollars (three decimals). (State operating (subsidy)per passenger-mile for FY 2008 and 2009, in FY 2010 dollars, if there is a comparable existing service)*	$ (0.085)		$ (0.008)		$ (0.057)	$ (0.026)	$0.003

			Corridor Program Name		IL-Chicago-St. Louis - Double-Track Improvements		
			For Comparable Existing Service Only:		Projections for Full Years of Operation Following Program Completion		
Line No.	Formula (e = entry)	Line Items		*(Use best estimates for full-year FY 2009 data)*	First full year	Fifth full year	Tenth full year
Capital asset renewal charges: Annualized amounts providing for capital expenditures expected after completion of initial construction. The annualized amounts would be based on a long-term projection. Provide methods and assumptions in supporting documentation.							
41	e	Fixed infrastructure - capitalized MOW				n/a	n/a
42	e	Fixed infrastructure - subsequent expansions				n/a	n/a
43	e	Vehicles -capitalized MOE - overhauls, refurbishments etc.				n/a	n/a
44	e	Vehicles - fleet replacements				n/a	n/a
45	e	Vehicles - fleet expansions				n/a	n/a
46	e	All other			$4,500	$4,500	$4,500
47	=sum of lines 41 through 46	Total capital asset renewal charge (annualized amounts)			$4,500	$4,500	$4,500
48	=line 39 - line 47	Surplus/(deficit) after capital asset renewal charge			**$ (17,534)**	**$ (10,977)**	**$ (3,730)**
49	calc. from line 48	Is there a projected (deficit) and thus, a Funding Requirement?			Yes	Yes	Yes
50	calc. from line 48	If there is a Funding Requirement, express it in absolute dollars in this row, and carry it over to the Sustainability Sheet.			$17,534	$10,977	$3,730

Corridor Program Name	IL-Chicago-St. Louis - Double-Track Improvements

Sustainability

Instructions: The upper half of this sheet will auto-populate from data in "Operating and Finanial Perf". In the lower half of the sheet, please indicate the sources from which the 2008 and 2009 operating subsidies were supplied and projected sources for annual funding requirements once the Corridor Program is in service. Please provide any additional information or clarifications as supplemental documentation. All Dollars in Thousands.

Funding Requirements (from "Operating and Financial Perf." sheet)	Thousands of Dollars				
	Comparable existing Service (if any)		First full year of operation	Fifth full year of operation	Tenth full year of operation
Indicate the fiscal year:	2008	2009	2014	2018	2023
Funding Requirement in FY 2010 Constant Dollars *(State operating subsidy for FY 2008 and FY 2009 if existing service)*	$14,244	$1,814	$17,534	$10,977	$3,730
Funding Requirement (Year-of-Expenditure Dollars) *(State operating subsidy for FY 2008 and FY 2009 if existing service)*	$14,244	$1,814	$17,534	$10,977	$3,730

Sources of Funds (Year-of-Expenditure Dollars). Note: Projected sources to cover operating deficits cannot include Federal funds.

Source No.	Source Description					
(1)	General Revenue Funds	$14,244	$1,814	$17,534	$10,977	$3,730
(2)						
(3)						
(4)						
(5)						
(6)						
(7)						
(8)						
(9)						
(10)						
Total Available to Meet Requirement		$14,244	$1,814	$17,534	$10,977	$3,730
Funding (Gap) to be Filled:		$0	$0	$0	$0	$0

Corridor Program Name	IL-Chicago-St. Louis - Double-Track Improvements

Analysis of Funding Sources for Sustainability

(Refer to the Sustainability Sheet. In this table, projected sources to cover operating deficits cannot include Federal funds.)

		Percent of Annual Funding Need Covered						
		In First Year of Operation	In Fifth Year of Operation	In Tenth Year of Operation				
Source No.	Source Description	2014	2018	2023	New or Existing Funding Source?	Status of Funding*	Types of Funds	Describe Uploaded Supporting Documentation to help FRA verify funding source
(1)	General Revenue Funds	100%	100%	100%	Existing Source	Planned	General Revenue	None
(2)	-	-	-	-				
(3)	-	-	-	-				
(4)	-	-	-	-				
(5)	-	-	-	-				
(6)	-	-	-	-				
(7)	-	-	-	-				
(8)	-	-	-	-				
(9)	-	-	-	-				
(10)	-	-	-	-				
Total all sources		**100%**	**100%**	**100%**				

*__Explanation of "Status of Funding":__ Committed sources are programmed funds that have all the necessary approvals (e.g. legislative or by referendum) to be used to fund the proposed operation without any additional action. These funds have been formally programmed and budgeted. Examples include dedicated or approved tax revenues, or cash reserves that have been dedicated to the proposed operation.

Budgeted: This category is for funds that have been budgeted and/or programmed for use in the proposed operation but remain uncommitted, i.e., the funds have not yet received statutory approval. An example would be a budget that has been submitted to the Legislature but not approved.

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for State/local operating or capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

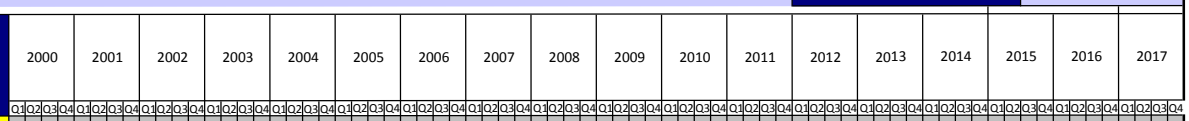
The above examples are illustrative. Applicants are free to provide other substantiated approaches to meeting the funding requirements to offset projections of both operating deficits and capital asset renewal charges.

Schedule- Track 2 Template

Instructions:
1. Ensure the "Document Information" auto-populated in the upper right hand corner
2. Provide the anticipated "Start Date" and "End Date" for each high level activity in the white cells below
3. Where applicable, color the cells to the right of each activity to indicate the duration and timing of each activity between 2009 and 2012 (on a quarterly basis).
4. Space has been provided to report activities that have ocured in the past. Only include dates for activities that are applicable to your program.
Tip: Highlight the cells you wish to color and right click to select Format Cells. Use the Fill command to apply color.

Document Information	
Project/Program Name (enter below):	IL-Chicago-St. Louis - Double-Track Improvements
Date of Submission	40088
Version Number	-

	Start Date	End Date
Service Development Plan		
Develop Service Development Plan		10/02/09
Develop Service Selection NEPA documentation	08/01/09	06/01/10
Receive environmental determination for Service Selection NEPA		06/01/10
Submit request / receive FRA approval for Letter of Intent (if applicable)		12/1/2010
Preliminary Engineering (PE)		
Issue requests for bids, make awards of PE contracts		
PE Drawings; and cost estimate, schedule, ridership forecast		01/08/04
Develop Project NEPA Document	08/01/09	06/01/10
Receive environmental determination for Project NEPA		06/01/10
Submit request / receive FRA funding obligation for FD/Construction (if applicable)	10/1/2010	12/1/2010
Final Design (FD)		
Issue requests for bids, make awards of FD contracts	05/01/10	10/01/10
FD Drawings; and cost estimate, schedule refinement	10/01/10	07/01/11
Acquisition of real estate, relocation of households and businesses	05/01/11	12/01/11
Conduct reviews	02/01/11	07/01/11
Issue requests for bids	06/01/11	10/01/11
Submit request / receive FRA approval for Construction	07/01/11	10/01/11
Construction		
Make awards of construction contracts		10/01/11
Construct infrastructure	11/01/11	04/01/14
Finalize real estate acquisitions and relocations		12/01/11
Acquire and test vehicles	10/01/10	03/01/14
Service Operations - Project/Program Close Date		
Service Operations	09/01/14	
Completion of project/program close-out, resolution of claims	09/01/14	09/01/15



Upload #4

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	Component Project Data-DT

General Information

Please enter the requested data into the yellow cells.
This information will auto-populate other areas of the Supporting Forms.

Program Name (***same as on Track 2 Application Form***)	IL-Chicago-St. Louis - Double-Track Improvements
Project Name (See Note A)	IL-Chicago-St. Louis - Double-Track Improvements
Lead State or Organization	Illinois Department of Transportation
Point-of-Contact (POC) Name	Mr. George Weber; Bureau Chief, Railroads
Date of Submission	10/02/09
Version of Submission	0
Tracks other than Track 2 in which this project is being submitted (See Note B)	

Note A: If this project was applied for under another track, please use the Project Name that was used in the other application.
Note B: If you are applying for this project as part of a Track 2-Corridor Program as well as under Track 1a - FD/Construction **and/or** Track 4, and you choose to provide detailed information on this project as part of the Track 2 application, this Track 2 Component Project Data Form would need to be submitted in www.GrantSolutions.gov **in addition to** the Track 1a and/or Track 4 application(s). I.e., a Track 1a and/orTrack 4 application (due on August 24, 2009) cannot be incorporated by reference into a Track 2 Application (due October 2, 2009).

Application Assumptions

1. Please use this section to capture two separate sets of assumptions that will enter the costs shown in subsequent sheets. The contingency rate is the allowance for uncertainties in projected costs. The Annual Inflation Rate will be used to convert between Base Year/ FY 2010 dollars and Year of Expenditure dollars. Enter the assumed annual inflation rate for each category for each year.

2. If you wish to use FRA's auto-populated formulas to help complete the capital cost information, please enter the requested data into the yellow cells.
You may choose to enter your own values into the capital cost budget forms if you do not wish to use the auto-populated formulas. If you use your own values, in the explanation box below note your method as well as describe any supporting documentation submitted with this form.

Capital Cost Categories*	Contingency Rate Assumption (%)	Annual Inflation Rate Assumptions by Year (%)								
		2008	2009	2010	2011	2012	2013	2014	2015	2016
Categories for Detailed Capital Cost Budget										
10 Track Structures and Track	30%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
20 Stations, Terminals, Intermodal	30%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
30 Support Facilities: Yards, Shops, Admin. Bldgs	30%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
40 Sitework, ROW, Land, Existing Improvements & Special Conditions	30%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
50 Communications & Signaling	30%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
60 Electric Traction	30%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
70 Vehicles	10%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
80 Professional Services (applies to Cats. 10-60)	30%			4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
90 Unallocated Contingency	n/a									
100 Finance Charges	n/a									

* See "Capital Cost Info." for definitions and explanations of the Standard Capital Cost (SCC) Categories.

If not using the FRA-provided formulas, please describe your methodology in the space provided below as well as listing any supporting documentation.

Detailed Capital Cost Budget

Instructions:

To assist FRA in comparing projects, this form provides a breakdown of capital costs using Standard Cost Categories (SCCs). Definitions of FRA's SCCs can be found in the "Capital Cost Info" tab of this workbook.

The data you enter in this form should be drawn from budget estimates or analysis you have available for your project.

1. Enter values in the yellow cells below. You should only provide data for those cost categories associated with this project; leave others blank.
2. If the project has been applied for under Track 1a and/or Track 4, applicants may copy and paste the same "Applicant Inputs" (range bordered below in red) from the analogous sheet in the Track 1a or Track 4 application, into this form. In addition to Columns D-G, ensure that Category 90 Unallocated Contingency and Category 100 Finance Charges (located at the bottom of this form) are also entered.
3. The light blue cells will auto-populate based on the assumptions you entered in "General Info." If you did not enter assumptions, or you wish to change the auto-populated data, you may enter values in the light blue cells.
4. Explain any large discrete, identifiable, and/or unique capital investments in the space provided at the end of this form. Where an explanation is appropriate, place an asterisk in the far right column to denote that an explanation is provided. Please include the reference to the Cost Category number in your explanation. Example: "10.07: Tunnel at xxxx [location], x.x miles in length, consists of one twin-tube New Austrian Tunneling Method tunnel with cross-passages located every .25 miles."
5. For purposes of this application "Base Year Dollars" are Fiscal Year (FY) 2010 Dollars.

Program Name:	IL-Chicago-St. Louis - Double-Track Improvements
Project Name:	IL-Chicago-St. Louis - Double-Track Improvements
Track(s) applied for other than Track 2:	-

APPLICANT INPUTS

	Unit	Quantity	Unit Cost (Base Yr/FY 10*)	Non-Unit Based Costs	Total Allocated Cost (Base Yr/FY10 Dollars)	Allocated Contingency (Base Yr/FY10 Dollars)	TOTAL COST (Base Yr/FY10 Dollars)	Explanation Provided? (if so use *)
Total for Category 10: TRACK STRUCTURES AND TRACK					$ 993,079,000.00	$ 297,923,700.00	$ 1,291,002,700.00	
10.01 Track structure: Viaduct	Miles	1.00	$ 62,500,000.00		$ 62,500,000.00	$ 18,750,000.00	$ 81,250,000.00	Iles
10.02 Track structure: Major/Movable bridge				$ -	$ -	$ -	$ -	
10.03 Track structure: Undergrade Bridges				$ -	$ -	$ -	$ -	
10.04 Track structure: Culverts and drainage structures	#	0.00	$ -		$ -	$ -	$ -	
10.05 Track structure: Cut and Fill (> 4' height/depth)	Miles	0.00	$ -		$ -	$ -	$ -	
10.06 Track structure: At-grade (grading and subgrade stabilization)	Miles	1.00	$ 275,000,000.00		$ 275,000,000.00	$ 82,500,000.00	$ 357,500,000.00	
10.07 Track structure: Tunnel				$ -	$ -	$ -	$ -	
10.08 Track structure: Retaining walls and systems	Miles	0.00	$ -		$ -	$ -	$ -	
10.09 Track new construction: Conventional ballasted				$ 613,979,000.00	$ 613,979,000.00	$ 184,193,700.00	$ 798,172,700.00	
10.10 Track new construction: Non-ballasted				$ 41,600,000.00	$ 41,600,000.00	$ 12,480,000.00	$ 54,080,000.00	TRRA
10.11 Track rehabilitation: Ballast and surfacing				$ -	$ -	$ -	$ -	
10.12 Track rehabilitation: Ditching and drainage				$ -	$ -	$ -	$ -	
10.13 Track rehabilitation: Component replacement (rail, ties, etc)				$ -	$ -	$ -	$ -	
10.14 Track: Special track work (switches, turnouts, insulated joints)				$ -	$ -	$ -	$ -	
10.15 Track: Major interlockings				$ -	$ -	$ -	$ -	
10.16 Track: Switch heaters (with power and control)				$ -	$ -	$ -	$ -	
10.17 Track: Vibration and noise dampening				$ -	$ -	$ -	$ -	
10.18 Other linear structures including fencing, sound walls	Miles	0	$ -		$ -	$ -	$ -	
Total for Category 20: STATIONS, TERMINALS, INTERMODAL					$ 67,783,000.00	$ 20,334,900.00	$ 88,117,900.00	
20.01 Station buildings: Intercity passenger rail only				$ 10,369,000.00	$ 10,369,000.00	$ 3,110,700.00	$ 13,479,700.00	
20.02 Station buildings: Joint use (commuter rail, intercity bus)				$ -	$ -	$ -	$ -	
20.03 Platforms				$ 10,813,000.00	$ 10,813,000.00	$ 3,243,900.00	$ 14,056,900.00	
20.04 Elevators, escalators				$ 44,681,000.00	$ 44,681,000.00	$ 13,404,300.00	$ 58,085,300.00	
20.05 Joint commercial development				$ -	$ -	$ -	$ -	
20.06 Pedestrian / bike access and accommodation, landscaping, parking				$ 10,000.00	$ 10,000.00	$ 3,000.00	$ 13,000.00	
20.07 Automobile, bus, van accessways including roads				$ 1,400,000.00	$ 1,400,000.00	$ 420,000.00	$ 1,820,000.00	
20.08 Fare collection systems and equipment				$ 230,000.00	$ 230,000.00	$ 69,000.00	$ 299,000.00	
20.09 Station security				$ 280,000.00	$ 280,000.00	$ 84,000.00	$ 364,000.00	
Total for Category 30: SUPPORT FACILITIES: YARDS, SHOPS, ADMIN.					$ 28,040,000.00	$ 8,412,000.00	$ 36,452,000.00	
30.01 Administration building: Office, sales, storage, revenue counting				$ -	$ -	$ -	$ -	
30.02 Light maintenance facility				$ 21,030,000.00	$ 21,030,000.00	$ 6,309,000.00	$ 27,339,000.00	
30.03 Heavy maintenance facility				$ -	$ -	$ -	$ -	
30.04 Storage or maintenance-of-way building/bases				$ -	$ -	$ -	$ -	
30.05 Yard and yard track				$ 7,010,000.00	$ 7,010,000.00	$ 2,103,000.00	$ 9,113,000.00	
Total for Category 40.:SITEWORK, RIGHT OF WAY, LAND, EXISTING					$ 524,766,000.00	$ 157,429,800.00	$ 682,195,800.00	
40.01 Demolition, clearing, site preparation				$ 262,141,000.00	$ 262,141,000.00	$ 78,642,300.00	$ 340,783,300.00	
40.02 Site utilities, utility relocation				$ -	$ -	$ -	$ -	
40.03 Hazardous material, contaminated soil removal/mitigation, ground water treatments				$ -	$ -	$ -	$ -	
40.04 Environmental mitigation: wetlands, historic/archeology, parks				$ -	$ -	$ -	$ -	
40.05 Site structures including retaining walls, sound walls				$ -	$ -	$ -	$ -	
40.06 Temporary facilities and other indirect costs during construction				$ -	$ -	$ -	$ -	
40.07 Purchase or lease of real estate				$ 197,425,000.00	$ 197,425,000.00	$ 59,227,500.00	$ 256,652,500.00	
40.08 Highway/pedestrian overpass/grade separations				$ 65,200,000.00	$ 65,200,000.00	$ 19,560,000.00	$ 84,760,000.00	
40.09 Relocation of existing households and businesses				$ -	$ -	$ -	$ -	
Total for Category 50: COMMUNICATIONS & SIGNALING					$ 280,209,000.00	$ 84,062,700.00	$ 364,271,700.00	
50.01 Wayside signaling equipment				$ 280,209,000.00	$ 280,209,000.00	$ 84,062,700.00	$ 364,271,700.00	
50.02 Signal power access and distribution				$ -	$ -	$ -	$ -	
50.03 On-board signaling equipment				$ -	$ -	$ -	$ -	
50.04 Traffic control and dispatching systems				$ -	$ -	$ -	$ -	
50.05 Communications				$ -	$ -	$ -	$ -	
50.06 Grade crossing protection				$ -	$ -	$ -	$ -	
50.07 Hazard detectors (dragging equipment, , slide, etc.)				$ -	$ -	$ -	$ -	
50.08 Station train approach warning system				$ -	$ -	$ -	$ -	
Total for Category 60: ELECTRIC TRACTION					$ -	$ -	$ -	
60.01 Traction power transmission: High voltage				$ -	$ -	$ -	$ -	
60.02 Traction power supply: Substations	#	0.00	$ -		$ -	$ -	$ -	
60.03 Traction power distribution: Catenary and third rail	#	0.00	$ -		$ -	$ -	$ -	
60.04 Traction power control				$ -	$ -	$ -	$ -	

Program Name:	IL-Chicago-St. Louis - Double-Track Improvements
Project Name:	IL-Chicago-St. Louis - Double-Track Improvements
Track(s) applied for other than Track 2:	-

	APPLICANT INPUTS							
	Unit	Quantity	Unit Cost (Base Yr/FY 10*)	Non-Unit Based Costs	Total Allocated Cost (Base Yr/FY10 Dollars)	Allocated Contingency (Base Yr/FY10 Dollars)	TOTAL COST (Base Yr/FY10 Dollars)	Explanation Provided? (if so use *)
Construction Subtotal (Categories 10-60)					$ 1,893,877,000.00	$ 568,163,100.00	$ 2,462,040,100.00	
Total for Category 70: VEHICLES					$ 60,000,000.00	$ 6,000,000.00	$ 66,000,000.00	
70.00 Vehicle acquisition: Electric locomotive	#	0	$ -		$ -	$ -	$ -	
70.01 Vehicle acquisition: Non-electric locomotive	#	4	$ 5,000,000.00		$ 20,000,000.00	$ 2,000,000.00	$ 22,000,000.00	
70.02 Vehicle acquisition: Electric multiple unit	#	0	$ -		$ -	$ -	$ -	
70.03 Vehicle acquisition: Diesel multiple unit	#	0	$ -		$ -	$ -	$ -	
70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space	#	10	$ 4,000,000.00		$ 40,000,000.00	$ 4,000,000.00	$ 44,000,000.00	
70.05 Veh acq: Loco-hauled passenger cars w/o ticketed space	#	0	$ -		$ -	$ -	$ -	
70.06 Vehicle acquisition: Maintenance of way vehicles	#	0	$ -		$ -	$ -	$ -	
70.07 Vehicle acquisition: Non-railroad support vehicles	#	0	$ -		$ -	$ -	$ -	
70.08 Vehicle refurbishment: Electric locomotive	#	0	$ -		$ -	$ -	$ -	
70.09 Vehicle refurbishment: Non-electric locomotive	#	0	$ -		$ -	$ -	$ -	
70.10 Vehicle refurbishment: Electric multiple unit	#	0	$ -		$ -	$ -	$ -	
70.11 Vehicle refurbishment: Diesel multiple unit	#	0	$ -		$ -	$ -	$ -	
70.12 Veh refurb: Passeng. loco-hauled car w/ ticketed space	#	0	$ -		$ -	$ -	$ -	
70.13 Veh refurb: Non-passeng loco-hauled car w/o ticketed space	#	0	$ -		$ -	$ -	$ -	
70.14 Vehicle refurbishment: Maintenance of way vehicles	#	0	$ -		$ -	$ -	$ -	
70.15 Spare parts				$ -	$ -	$ -	$ -	
Total for Category 80: PROFESSIONAL SERVICES (applies to Cats. 10-60)					$ 351,699,000.00	$ 105,509,700.00	$ 457,208,700.00	
80.01 Service Development Plan/Service Environmental				$ -	$ -	$ -	$ -	
80.02 Preliminary Engineering/Project Environmental				$ 117,233,000.00	$ 117,233,000.00	$ 35,169,900.00	$ 152,402,900.00	
80.03 Final design				$ 39,078,000.00	$ 39,078,000.00	$ 11,723,400.00	$ 50,801,400.00	
80.04 Project management for design and construction				$ 19,539,000.00	$ 19,539,000.00	$ 5,861,700.00	$ 25,400,700.00	
80.05 Construction administration & management				$ 156,310,000.00	$ 156,310,000.00	$ 46,893,000.00	$ 203,203,000.00	
80.06 Professional liability and other non-construction insurance				$ -	$ -	$ -	$ -	
80.07 Legal; Permits; Review Fees by other agencies, cities, etc.				$ -	$ -	$ -	$ -	
80.08 Surveys, testing, investigation				$ 19,539,000.00	$ 19,539,000.00	$ 5,861,700.00	$ 25,400,700.00	
80.09 Engineering inspection				$ -	$ -	$ -	$ -	
80.10 Start up				$ -	$ -	$ -	$ -	
Subtotal (Categories 10-80)					$ 2,305,576,000.00	$ 679,672,800.00	$ 2,985,248,800.00	
90 UNALLOCATED CONTINGENCY							$ -	
Subtotal (10-90)							$ 2,985,248,800.00	
100 FINANCE CHARGES							$ -	
TOTAL CAPITAL COSTS (10-100)							$ 2,985,248,800.00	

Space provided for additional descriptions of capital costs.
See Example under "Instructions" above. Please include references to specific Cost Category numbers.

As of 0930 on 092809, includes all cost elements identified by UPRR, Amtrak and IDOT on UP, CN, GE and TRRA lines which are part of the Chicago-St. Louis Corridor.

Annual Capital Cost Budget

Instructions:
This form should provide a breakdown by year of the capital costs entered in the previous "Detailed Capital Cost Budget". The data you enter in this form should be drawn from budget estimates or analysis you have available for your project.

1. In the yellow cells in the "Base Year/ FY 2010 Dollars" table, enter the annual dollar figures for each cost category in Base Year/FY 10 Dollars. In the yellow cells of the "Year of Expenditure (YOE)" table, enter the actual cost of FY 2009 activities. In both tables as appropriate, the blue cells will auto-populate with Base Year/FY 10 Dollars if you entered assumed inflation rates in the "General Info" tab. If you did not enter assumed inflation rates, or you wish to make your own calculations, you may enter values in the light blue cells. Note: This form should reflect Federal Government Fiscal Years (FY) from October 1 through September 30.

2. In the "Base Year/ FY 2010 Dollars" table, the numbers in the "Check Figures Taken from Detailed Budget" column will auto-populate from the "Detailed Capital Cost Budget" in the previous tab. The numbers in the "Base Yr/FY 10 Total" column will be the sum of the annual data entered to the left. Applicants may wish to compare these two columns as a double-check on their entries.

3. The light blue Year of Expenditure (YOE) information will auto-populate if you entered assumed inflation rates in the "General Info" tab. If you did not enter assumed inflation rates, or you wish to make your own calculations, you may enter values in the light blue cells.

Program Name:	IL-Chicago-St. Louis - Double-Track Improvements
Project Name:	IL-Chicago-St. Louis - Double-Track Improvements
Track:	-

BASE YEAR/ FY 2010 DOLLARS (1000s)	2009	2010	2011	2012	2013	2014	2015	2016	2017	Base Yr /FY 10 Total*	Check Figures Taken from Detailed Budget‡
10 TRACK STRUCTURES & TRACK	$ -	$ 258,200,000.00	$ 387,300,000.00	$ 387,300,000.00	$ 193,650,000.00	$ 64,553,000.00				$ 1,291,003,000.00	$ 1,291,002,700.00
20 STATIONS, TERMINALS, INTERMODAL	$ -			$ 26,434,900.00	$ 44,060,000.00	$ 17,623,000.00				$ 88,117,900.00	$ 88,117,900.00
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	$ -			$ 10,936,000.00	$ 18,226,000.00	$ 7,290,000.00				$ 36,452,000.00	$ 36,452,000.00
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS	$ -	$ 136,440,000.00	$ 204,656,900.00	$ 204,658,900.00	$ 102,330,000.00	$ 34,110,000.00				$ 682,195,800.00	$ 682,195,800.00
50 COMMUNICATIONS & SIGNALING	$ -	$ 72,854,100.00	$ 72,854,100.00	$ 91,068,200.00	$ 91,068,200.00	$ 36,427,100.00				$ 364,271,700.00	$ 364,271,700.00
60 ELECTRIC TRACTION	$ -									$ -	$ -
70 VEHICLES	$ -		$ 3,300,000.00	$ 23,100,000.00	$ 36,300,000.00	$ 3,300,000.00				$ 66,000,000.00	$ 66,000,000.00
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)	$ -	$ 114,305,000.00	$ 137,163,000.00	$ 91,444,000.00	$ 91,440,000.00	$ 22,857,000.00				$ 457,209,000.00	$ 457,208,700.00
90 UNALLOCATED CONTINGENCY	$ -									$ -	$ -
100 FINANCE CHARGES	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Project Cost (10-100)	**$ -**	**$ 581,799,100.00**	**$ 805,274,000.00**	**$ 834,942,000.00**	**$ 577,074,200.00**	**$ 186,160,100.00**	**$ -**	**$ -**	**$ -**	**$ 2,985,249,400.00**	**$ 2,985,248,800.00**

YEAR OF EXPENDITURE (YOE) DOLLARS	2009	2010	2011	2012	2013	2014	2015	2016	2017	YOE Total**
10 TRACK STRUCTURES & TRACK		$ 258,200,000.00	$ 404,728,500.00	$ 422,941,282.50	$ 220,986,820.11	$ 76,980,653.23	$ -	$ -	$ -	$ 1,383,837,255.83
20 STATIONS, TERMINALS, INTERMODAL		$ -	$ -	$ 28,867,571.67	$ 50,279,779.47	$ 21,015,755.30	$ -	$ -	$ -	$ 100,163,106.44
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS		$ -	$ -	$ 11,942,385.40	$ 20,798,893.79	$ 8,693,460.60	$ -	$ -	$ -	$ 41,434,739.79
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS		$ 136,440,000.00	$ 213,866,460.50	$ 223,492,635.27	$ 116,775,529.57	$ 40,676,809.47	$ -	$ -	$ -	$ 731,251,434.81
50 COMMUNICATIONS & SIGNALING		$ 72,854,100.00	$ 76,132,534.50	$ 99,448,751.11	$ 103,923,944.90	$ 43,439,994.32	$ -	$ -	$ -	$ 395,799,324.83
60 ELECTRIC TRACTION		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
70 VEHICLES		$ -	$ 3,448,500.00	$ 25,225,777.50	$ 41,424,330.34	$ 3,935,311.38	$ -	$ -	$ -	$ 74,033,919.22
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)		$ 114,305,000.00	$ 143,335,335.00	$ 99,859,134.10	$ 104,348,230.47	$ 27,257,397.65	$ -	$ -	$ -	$ 489,105,097.22
90 UNALLOCATED CONTINGENCY		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
100 FINANCE CHARGES										$ -
Total Project Cost (10-100)	**$ -**	**$ 581,799,100.00**	**$ 841,511,330.00**	**$ 911,777,537.55**	**$ 658,537,528.65**	**$ 221,999,381.94**	**$ -**	**$ -**	**$ -**	**$ 3,215,624,878.15**

* For the purpose of this application, base year dollars are considered FY 2010 dollars.
**Year-of-Expenditure(YOE) dollars are inflation-adjusted Base Year dollars. Applicants may determine their own inflation rate and enter it on the "General Info" tab. Applicants should also explain their proposed inflation assumptions (and methodology, if applicable) where indicated at the bottom of the "General Info." tab of this workbook, and in supporting documentation. See the Track 2 Application Form, Section B, Corridor Program Summary Question (3) .
‡ As a convenience to applicants in cross-checking their figures, this column shows the "Total Costs" by category in FY 2010 dollars carried over from the "Detailed Capital Cost Budget" sheet.

Schedule- Track 2 Template

Instructions:

1. Ensure the "Document Information" auto-populated in the upper right hand corner
2. Provide the anticipated "Start Date" and "End Date" for each high level activity in the yellow cells below
3. Where applicable, color the cells to the right of each activity to indicate the duration and timing of each activity between 2009 and 2017 (on a quarterly basis).
4. Only include dates for activities that are applicable to this project.
Tip: Highlight the cells you wish to color and right click to select Format Cells. Use the Fill command to apply color.

Document Information	
Program Name	St. Louis - Double-Track Im
Project Name	St. Louis - Double-Track Im
Date of Submission	40,088
Version Number	-

	Start Date	End Date	2009				2010				2011				2012				2013				2014				2015				2016				2017			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Final Design (FD)																																				
Issue requests for bids, make awards of FD contracts	5/1/2010	10/1/2010																																		
FD Drawings; and cost estimate, schedule refinement	10/1/2010	7/1/2011																																		
Acquisition of real estate, relocation of households and businesses	5/1/2011	12/1/2011																																		
Conduct reviews	2/1/2011	7/1/2011																																		
Issue requests for bids	6/1/2011	10/1/2011																																		
Submit request / receive FRA approval for Construction	7/1/2011	10/1/2011																																		
Construction																																				
Make awards of construction contracts		10/1/2011																																		
Construct infrastructure	11/1/2011	4/1/2014																																		
Finalize real estate acquisitions and relocations		12/1/2011																																		
Acquire and test vehicles	10/1/2010	3/1/2014																																		
Service Operations - Project/Program Close Date																																				
Service Operations	9/1/2014																																			
Completion of project/program close-out, resolution of claims	9/1/2014	9/1/2015																																		

Upload #5

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	SDP-DT

CHICAGO–ST. LOUIS CORRIDOR HIGH-SPEED INTERCITY PASSENGER RAIL SERVICE

SERVICE DEVELOPMENT PLAN

October 2, 2009

FINAL DRAFT

Prepared by:

Illinois Department of Transportation
Bureau of Railroads
100 W. Randolph Street, Suite 6-600
Chicago, IL 60601

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1. PROJECT RATIONALE

The Chicago - St. Louis route has been designated as a 110-mph Corridor for the Midwest Regional Rail Initiative (MWRRI). The project is located primarily within the State of Illinois between the cities of Chicago and St. Louis, MO on the Canadian National's Joliet Subdivision (CN) and the Union Pacific Railroad's Joliet and Springfield Subdivisions (UPRR). Final approach to St. Louis, MO, is made over the tracks of the Eastern Gateway Railway (KCS) and the Terminal Railroad Association of St. Louis (TRRA). Figure 1.1 provides a map of the corridor and the proposed Chicago - St. Louis route.

In 1992 the Secretary of Transportation designated the Chicago - St. Louis line as part of the "Chicago Hub Network" of high-speed rail corridors. This led to a Financial and Implementation Plan (May 1994) and the concept and corridor were validated in the commercial feasibility study released by the FRA, High-Speed Ground Transportation for America (September 1997). A Final Environmental Impact Statement for the Chicago-St. Louis High Speed Rail Project was issued in January 2003, followed by inclusion as a key component in the Midwest Regional Rail System (MWRRS) report of September 2004. The Record of Decision (ROD) on the portion of the corridor from Dwight to St. Louis was executed on January 8, 2004. The project supports the state's Statewide Transportation Improvement Plan.

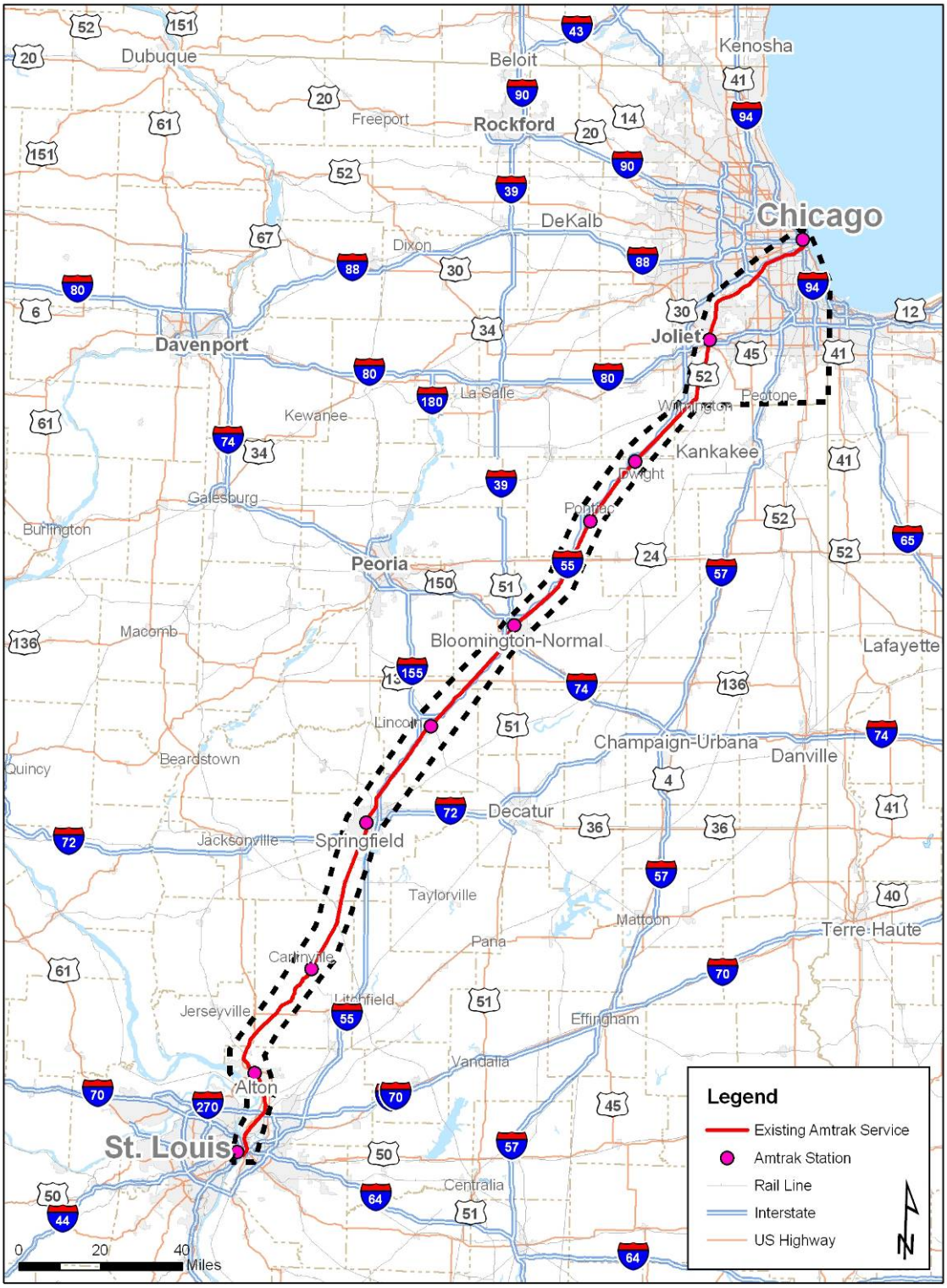
The State of Illinois has invested $143 million in this corridor to date. Additional funding is being sought for track, signal and other upgrades in the segment, as well as new equipment for the Chicago-St. Louis trains. Further improvements to the corridor are required to raise its top operating speed, and to reliably operate enhanced passenger and freight service. These improvements will immediately enhance the reliability of both Amtrak and UP trains, increase average speeds on both tracks, and provide the potential for further service frequency.

Service in current and initial phases utilizes passing sidings between Chicago and St. Louis for pass and meet operations. While this is effective for passenger and freight operations for moderate frequencies, as train volumes and speeds increase, further capacity improvements will be necessary. These proposed improvements will permit trains to move more expeditiously, improve reliability and trip time, and enhance the marketability of intercity passenger rail service, which will further support a more regionally balanced transportation system.

The work is proposed in two major phases, the 04ROD Phase, followed by the Double Track Phase. As described in this document, the first phase will include infrastructure improvements as considered in the 2003 Final EIS, and included in the 2004 Record of Decision. This package of improvements will provide three round trips operating at speeds of up to 110 mph over a large portion of the corridor. The second phase will include the provision of a second main track over almost the entire corridor that is currently not equipped either currently or as a result of the first phase of work. The second phase represents the full build out of infrastructure and eight 110mph round trip frequencies as identified in the MWRRI plan. Future higher speed services may be the subject of future phases of the project, and a Track 3 application has been made for planning of a network of operations at up to 220 mph on the corridor.

According to the 2003 Final EIS noted above, currently 99% of the 35 million trips made annually in this corridor are via auto and air. Improving intercity passenger rail will divert more users to rail, improve utilization and provide benefits to the human environment.

Figure 1.1 – Chicago-St. Louis Corridor and Alignment



1.1 Project Purpose and Need

The overall purpose of this project is to improve the passenger transportation network within the Chicago - St. Louis corridor, resulting in a more balanced use of the modal components. The existing transportation network consists of highway (automobile and bus), air and rail (Amtrak) travel. Currently, 99 percent of the 35 million annual trips made in the Chicago - St. Louis corridor are accomplished through automobile and air travel. This project intends to establish a more balanced modal use of the transportation network by improving rail service.

A key element of the project is to improve the ability of existing passenger and freight trains to meet each other by improving siding trackage, adding trackage, improving signal and safety systems, and completing the double tracking of the UP portion of the corridor between Joliet, Illinois and St. Louis, Missouri, which would reduce delay, improve schedule reliability, and increase average train speed to meet the goal of a four hour trip time between Chicago and St. Louis. The project will also improve passenger service without adversely affecting existing and future rail freight service, allowing the establishment of 110-mph high speed rail service within the corridor and enhancing the passenger transportation network.

The need for the project begins with the consideration of ridership estimates prepared in conjunction with the Financial and Implementation Plan (May 1994) which were validated by the 1996 FRA study “High-Speed Ground Transportation for America”, which indicated that approximately 99 percent of person-trips in the corridor is by automobile, bus, and air, with the remaining one percent by rail (Amtrak). The need for the project stems from problems caused by this modal imbalance. These problems include congestion on highways, with inherent safety risks and environmental impacts, costly airfares and energy-inefficient short-haul air operations, travel time delays, and unreliability.

More than 90 percent of the over 35 million corridor trips have origins or destinations in Chicago or St. Louis. A more balanced transportation system in the corridor would provide travelers with greater mobility options. To achieve this, either a new transportation mode must be introduced, or improvements to an existing, less frequently used intercity passenger rail mode must be made. Reduced travel time, service reliability, and safety would attract travelers from automobile and air travel to a new or improved rail mode of transportation.

Reducing travel time and improving service reliability are paramount to increasing the viability of intercity passenger rail transportation. In order to be most attractive, passenger rail must meet or better the travel time of auto travel on the parallel interstate freeways with 65 mph speed limits. A four hour overall travel time between Chicago and St. Louis is required to achieve that need. On-time performance, another key aspect of reliability, would be improved with the proposed project. Even with added passing capability, the existing single main track would not accommodate the additional frequency of proposed high speed passenger service and would not provide the operating flexibility required in view of the growing rail freight traffic. The project would improve travel times and on-time performance over existing Amtrak service. An increase in rail passenger ridership is projected to occur as a result of the project, as the dual mainline tracks are expected to result in an overall reduction in rail travel times meeting the four hour time between the corridor end points, plus improvements in the reliability and safety of rail service. The dual mainline tracks are also expected to avoid the operating conflicts for intercity passenger services resulting from the increased rail

freight traffic anticipated to serve new intermodal freight facilities currently being constructed.

1.2 Project Summary

IDOT, in its role as Service Sponsor, will direct all elements of the Chicago - St. Louis project team to bring the system vision to fruition. Initial improvements were proposed for siding improvements and submitted for FRA HSIPR track 1 funding. The first significant phase is the 04ROD Phase which includes improvements cleared by the 2004 Record of Decision for the 2003 Final Environmental Impact Statement for this corridor. The 2004 MWRRI Plan (as amended) is the basis for full build out phase (Double Track Phase) of this Service Development Plan and a guide for further refinement.

Since 1996, the Midwest Regional Rail Initiative (MWRRI) has advanced from a series of individual corridor service concepts into a well-defined, integrated vision to create a 21st century regional passenger rail system. This vision reflects a paradigm shift in the manner in which passenger rail service will be provided throughout the Midwest, and forges an enhanced partnership between USDOT, FRA and the Midwestern states for planning and providing passenger rail service. This system would use existing rights-of-way shared with existing freight and commuter services and would connect nine Midwestern states. System synergies and economies of scale, including higher equipment utilization, more efficient crew and employee utilization, and a cooperative federal and state infrastructure and rolling stock procurement, can be realized by developing an integrated regional rail system.

This vision has been transformed into a transportation plan – known as the Midwest Regional Rail System (MWRRS). The primary purpose of the MWRRS is to help meet future regional travel needs through significant improvements to the level and quality of regional passenger rail service.

Collectively, the key elements of the MWRRS plan will improve Midwestern travel well beyond currently available train service. These elements include:

1. Upgrading existing rail rights-of-way to permit frequent, reliable, high-speed passenger train operations.
2. Operation of a hub-and-spoke passenger rail system providing through-service and connectivity in Chicago to locations throughout the Midwest region.
3. Introduction of new train equipment with improved amenities operating at speeds up to 110-MPH
4. Provision of multimodal connections to improve system access, and
5. Introduction of a contracted rail operation that will provide improvements in efficiency, reliability and on-time performance

These and other improvements will be implemented in a series of phases, summarized below:

Dwight - St. Louis Siding Improvement: This work was the subject of a Track 1a application, and is also repeated in this program application. It includes the rehabilitation of existing sidings along the majority of the route. Many sidings are not currently in the necessary physical condition to permit trains to pass each other. Trains currently enter one end of a siding, wait for opposing trains to pass, then back out of the siding, and reverse direction again to continue in a forward

direction. This is highly inefficient. These improvements will permit trains to pass while maintaining forward movement.

Dwight - Joliet Siding Improvement: This work was also the subject of a Track 1a application, and is also repeated in this program application. It includes the rehabilitation of an existing siding north of Dwight, and the extension of a second siding for a significant distance. These improvements are necessary to permit trains to pass north of Dwight, and also to accommodate the projected increase in freight traffic expected to result from the completion of Union Pacific's new Joliet Intermodal Facility, due in 2010.

04ROD Phase of Improvements (also referred to as Phase 2A): The subject of a Track 2 application, this work includes infrastructure improvements as considered in the 2003 Final EIS, and included in the 2004 Record of Decision. This package of improvements will provide three round trips operating at speeds of up to 110 mph over a large portion of the corridor. It includes segments of new trackage, installation of PTC on much of the corridor, new equipment, station improvements, and other infrastructure.

Double Track Phase (also referred to as Phase 2B): The subject of a second Track 2 application, full implementation provides 110 MPH train service from Chicago to St. Louis, serving intermediate size cities along the route. Eight daily departures from each end of the line are planned. As patronage grows, express services between the major cities as well as trains starting from intermediate stations can be introduced to enhance convenience to the traveler. Convenience and reliability will be the hallmarks of the transportation service. The second phase is as described in the Midwest Regional Rail Initiative Plan of 2004 as revised. Improvements include completion of a second main track wherever one is not currently in place or provided by previous phases of implementation. Additional equipment is also provided. The improvements have been considered in the accompanying Environmental Assessment document.

A significant investment in new locomotives and passenger coaches is proposed. This equipment will be of the most current design with amenities appropriate to the travel duration, and will be capable of operating at speeds of up to 110mph. The traveler will experience a smooth and quiet ride. On-board features will include well-maintained sanitary facilities, wireless internet access, informational displays, beverage and light food service, and access to entertainment. Two classes of accommodations will be available, Business and Coach.

Investments in stations are also designed to provide those amenities in demand by travelers. Trains and stations will be maintained at the highest standards cleanliness and always be presented in a state of good repair. Boarding platforms will provide for protection from weather conditions. Stations will provide adequate parking, access to rental cars and local public transit and taxi services. Food and shopping facilities will be established appropriate to the patronage level, size and location of the station. Attention to appropriate architectural features will be a constant theme in station design.

Trains and stations will meet or exceed the requirements of ADA. Passenger (as well as employee) safety and security will also factor into design of facilities, equipment and service delivery.

The goal is to provide a comfortable, reasonably-priced and schedule-reliable transportation experience where time passes unnoticed.

1.3 Challenge and Opportunity

From the perspective that auto and air intercity travel are competitors to high-speed intercity rail, they are tough competitors.

Air travel offers the advantage of time in flight but further analysis shows that travel to the airport and time required to prepare for boarding adds substantially to total trip time. The time advantage is diminished for trips under 500 miles and is reduced further for shorter trips.

The private automobile offers extreme convenience with near door-to-door service. The perception of cost also makes the auto seem more advantages than it is. Most users only relate to the cost of fuel when evaluating auto usage when comparing to other modes, however other costs such as depreciation, maintenance and insurance are usually not used in a casual evaluation. It is also noted that some of these costs continue to some degree even if the auto is not used. The auto also has a time disadvantage but unlike cost, the factor is usually accurately perceived. The auto becomes more cost advantageous if a group is traveling together.

For the Chicago-St. Louis Corridor, the predominant mode of travel is by automobile. Intercity bus service is available by several carriers, although only Burlington Trailways traverses the entire corridor. Air travel is also available via three different airlines between Chicago and St. Louis, with at least one carrier providing service to Springfield. Intercity passenger rail service will not replace any of these other modes, but will supplement them as a viable cost effective option.

1.3.1 Costs of Alternatives

Intercity travel in the Midwest region is growing rapidly, and the increasing demand for travel cannot be easily met by existing modes. Regulatory, environmental and budgetary constraints are making it increasingly difficult to expand highway capacity and, in particular, to build new or expand existing highways. An analysis of the impact of congestion suggests rail demand in 2020 could be as much as ten percent higher if current congestion trends continue.

Unlike auto travel where must of its cost is deferred or hidden, air travel, like high-speed rail, is a commercial service and requires the customer to pay the cost of the service.

In the case of air travel, deregulation has resulted in the reduction of service and significant fare increases on shorter routes. The four major carriers in the region have increased their average flight length to more than 900 miles and find that flights of less than 300 miles are costlier and less efficient to operate, usually requiring cross-subsidy from longer flights. The phasing out of turboprop equipment in favor of regional turbojet aircraft intensifies this trend.

An analysis was undertaken to test the potential impact on a competitive response by the airlines to high-speed rail service. The analysis showed that if the airlines reduced their fares by 25 percent on routes served by MWRRS, high-speed rail ridership and revenue would fall by only two to three percent.

Because the air and highway modes (auto and bus) are finding it increasingly difficult to meet the regional demand for travel, high-speed rail will not be a replacement for existing travel modes but rather an enhancement and necessary alternative.

Some airlines have also started to analyze their cost structure by flight segment rather than origin-destination pairs, that is, a short feeder flight is assessed on it ability to economically support itself rather than relying on a cross subsidy from a longer distance

connecting segment. Airlines could come to view a properly configured high-speed rail system as a replacement for their high-cost short-range flights.

1.3.2 Benefits and Impacts of Alternatives

There are numerous attributes that can be used to qualitatively or quantitatively describe the benefits and impacts of the travel alternatives available for a given corridor. These may include benefits or impacts on the public making the trip within the corridor, potential impacts to those residing within the corridor, physical environmental impacts, and economic influences on local economies. As described in the previous section, there are four feasible travel mode alternatives; automobile, intercity bus, air travel and intercity passenger rail.

Rail service in this corridor presents the traveling public with a mode option that has certain unique characteristics. Automobile travel totally occupies the attention of the driver making the accomplishment of other tasks not possible or extremely dangerous. Commercial aviation severely curtails the choice of destinations. Intercity bus offers a wide range of destinations in the corridor but has not gained the acceptance of the economically prosperous customer base.

Recent events have highlighted the volatility in pricing of liquid petroleum fuels. The inherent low-rolling resistance of rail and its reduced energy demands can account for proportional reductions in emissions of pollutants associated with petroleum fuels.

While both intercity bus and air service offer limited seating space, rail travel offers comfortable seating configurations, a choice of intermediate destinations, and the ability for business travelers to work and communicate while enroute.

The majority of intercity automobile travel in the Chicago - St. Louis Corridor is concentrated on Interstate 55 (I-55), which primarily runs parallel to the Chicago - St. Louis Amtrak route. A new four-lane I-70 Mississippi River bridge has been proposed, which would provide additional highway capacity between Missouri and Illinois in the St. Louis metropolitan area, providing some congestion relief to I-55.

Intercity bus service is provided by Greyhound Lines and other carriers. It is assumed that the number of bus trips would increase proportionately with the projected growth of bus travel demand in the corridor. It is also assumed that the number of corridor air service flights would increase proportionately to the projected air travel demand growth in the corridor.

Intercity Rail

Currently, Amtrak service between Chicago and St. Louis is comprised of four Lincoln Service round trips and one Texas Eagle Service round trip. The Texas Eagle operated beyond St. Louis, proceeding to Texas and connecting to Los Angeles.

All except one of the Lincoln Service trains call at all corridor stations; Summit, Joliet, Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville and Alton. The early (7:00 am) Lincoln Service departure from Chicago only calls at Joliet, Bloomington-Normal, Springfield and Alton.

The Texas Eagle Service serves all of the corridor stations except for Summit and Dwight.

While fares adjust depending on demand, recent search revealed round trip fares between Chicago and St. Louis ranging from $46 to $130, Coach Class.

Air Service

Four airline companies directly serve the Chicago-St. Louis market with direct flights; American, United, U.S.Airways and Southwest. A recent search for October 2, 2009 showed a total of 38 departures southbound, and a similar number northbound. Both Chicago O'Hare and Chicago Midway airports had departures to St. Louis.

Springfield has direct air service from Chicago but not St. Louis. American and United service this route with six round trips per weekday. Likewise, Bloomington has direct air service from Chicago but not St. Louis. American Airlines serves Bloomington with two round trips per weekday.

While fares adjust depending on demand, recent search revealed round trip fares between Chicago and St. Louis ranging from $ 107 to $418, Coach Class. Chicago to Springfield round rip fares ranged from $ 97 to $254 Chicago to Bloomington round trip fares were considerably higher, ranging from $ 500 to $875. Services and fares were based on a search for departures on October 2, 2009.

Intercity Bus

Greyhound and Megabus offer direct intercity motorcoach services in the corridor. A third company, Burlington Trailways offer service to corridor cities but only by connecting service.

Greyhound offers the most comprehensive service in the corridor with six daily schedules between Chicago and St. Louis. Round trip fares between these points range from $ 42 to $86. Springfield is served by four of these schedules and Bloomington by two of the schedules. Fares to Springfield are generally higher than the other cities. Megabus offers three round trips daily between Chicago and St. Louis with one of the schedules making a stop in Normal, IL.

1.3.3 Risks Associated with the Alternatives

In the United States, 2008 was the first year traffic fatalities dropped below 40,000 in close to 50 years. Traffic death is the #1 cause of death in persons aged 5 to 27. Approximately 100 times the fatality rate are injured and 10 times the number are seriously injured due to crashes. Weather conditions have an adverse affect on crash rates and the lack of enforceable regulations do nothing to deter drivers from continuing travel in severe conditions.

Commercial air travel has proven to be a very safe mode. Aircraft can safely fly over, around or even through all but severe meteorological conditions, although passenger fear becomes a factor. A degree of this safety is derived from the highly-trained air crews and the professional judgment brought to bear, and also the advanced weather monitoring systems and a set of enforceable regulations that limits flight in unsafe circumstances. The experienced air traveler knows that safety has a price in delayed or cancelled flights, unexpected stranding in mid-trip, and other inconveniences that can make air travel less than pleasant.

Passenger rail's safety record is also very good and isn't as sensitive to foul weather conditions. Rail vehicles successfully navigate all but the most severe wind, ice or flood conditions. Passengers also have a greater sense of safety in unsettled conditions. The less-than-satisfactory on-time performance of American intercity passenger rail can be almost universally attributed to the use of infrastructure designed for freight transportation rather than scheduled, lower margin passenger services. The goal of the Chicago-St Louis high-speed rail corridor improvement projects is to correct the infrastructure deficiency.

No significant risks are anticipated with this project for rail system infrastructure improvements. The rail infrastructure improvements are proposed to be mostly on existing UP property. Property acquisition may be required for some of the new passing sidings and upgraded station facilities, but there is expected to be significant community support for stations, lessening the likelihood of property acquisition issues.

The trackwork, communications and signaling and station site upgrades included with the project are not atypical or complicated for railroad infrastructure upgrade projects, and are not anticipated to present any significant construction or schedule risk.

1.3.4 Sustainability

System Sustainability

Illinois Department of Transportation supports four daily round trips of the Lincoln Service in the Chicago to St. Louis corridor. The high-speed rail service will largely replace this current conventional service with the ability to attract higher ridership and revenue. If both proposed phases of the project are implemented, revenue estimates indicate that operating ratios greater than one are achievable, making the service self-supporting.

IDOT has demonstrated a significant, sustained commitment to supporting and expanding rail transportation options throughout the state and on key corridors throughout Amtrak's existence. The State's recent doubling of support on three corridors has achieved substantial results in terms of increased train frequency and ridership over the past two years. IDOT also has a sustained history of having supported major capital improvements on passenger rail corridors throughout the state, including implementation of state of the art signaling and grade crossing protection systems, as well as major track improvement projects.

Environmental Sustainability

The rehabilitation of the rail stations and the new rail maintenance facility at St. Louis present the opportunities for improving energy performance, minimizing water use, improving construction practices, and selecting materials with good life cycle assessments. The stations and rail facilities will be considered as whole buildings, with interrelated buildings systems that deliver high-performance. Green design principles can inform this process by guiding the designers to consider the most environmentally optimal solution for the buildings, and consider how the buildings can improve and enhance the environment they are built in.

But also, IDOT will require, where practicable, that stations and the maintenance facility are designed and built so that they can be certified using the US Green Building Council’s Leadership in Energy and Environmental Design (LEED) rating system. When identified as a goal early in development, rail maintenance facilities can achieve Silver and Gold level certifications.

Design teams for the buildings associated with the high speed rail project will consider energy savings strategies for lighting, heating and cooling, in addition to organizing the project to reduce construction waste, improve water efficiency, select materials with good life cycle assessment ratings, consider natural ventilation and daylight, enhance the indoor air quality and use low VOC products.

LEED V3 has advanced the assessment of sustainability to explicitly measure important GHG reduction strategies for buildings. Design teams will design to current ASHRAE standards, and client teams will work to properly site and program building locations in order to achieve this aggressive rating standard.

Outside of the buildings in the system, the rail systems themselves can be designed and delivered in a way that respects the environment through which they run. The ability to electrify rail systems harbors the potential for the system to move away from fossil-based petroleum fuels and generate required power from a wide variety of sources, including those with little or no environmental impact.

1.3.5 Corridor Development Synergies

The Chicago-St. Louis HSR service will provide options for the residents of Illinois and Missouri for an alternative means of travel within Illinois for purposes of employment, business or vacation.

This service will be an integral part of the Midwest's high-speed intercity passenger rail system, providing additional connections through Chicago to other Midwest and national railroad destinations. With Chicago being the hub of the Midwest Regional Rail System, the Chicago-St. Louis service will provide connections between the cities and towns served within the corridor to the rest of the MRRS. Thus, passenger rail travel will be available and practical between St. Louis, Springfield and other cities and communities along the Chicago – St. Louis corridor, and all other routes and destinations served by the MRRS including Milwaukee, WI; Dubuque, IA; Detroit, MI; Cleveland, OH; Cincinnati, OH; and others.

The Chicago – St. Louis high-speed intercity passenger rail service will increase mobility choices and stimulate economic development throughout the region. The system affords the opportunity to:

- Achieve significant reductions in travel times and improve service reliability,
- Introduce an alternative to auto travel to many small towns and cities of the Midwest that lack travel choices,
- Introduce a regional passenger rail system designed to generate revenues that cover operating costs when it is fully implemented,
- Provide major capital investments in rail infrastructure to improve passenger and freight train efficiency, safety and reliability on shared rights-of-way, and
- Provide impetus for station-area development

An important feature of the corridor development is the role of the stations. Stations will be the gateway to communities and provide the "front door" to the system. At this "gateway" or "front door", considerable joint development potential will exist. Increased train operations will encourage service industry to locate at the station, and its immediate surrounds. Such activity will generate both commercial and residential development. Industries looking for a home along the intercity passenger rail system will see it as a good "seeding" ground for business. As a result, a key output of the community analysis is the increase in property values that can be expected at station locations. These can be equated to the joint development opportunities, which will exist in and around the stations for public-private partnerships. Of the development, it is anticipated that approximately one half of the total will come from private sector investments, one quarter from state, county and municipal sources, and the final quarter from the Federal government.

The improvements to the Chicago to St. Louis corridor are expected to create significant near-term economic benefits in the corridor in addition to the State of Illinois and other regions of the United States. The Chicago to St. Louis corridor's economic benefits from the project would be driven by an increase in construction spending in the region. These

project expenditures would generate a short term increase in demand for construction-related labor and material as well as engineering and technical services in the corridor. In addition, as part of the project, it is anticipated that rolling stock will be procured. While it is not yet known where the rolling stock will be manufactured, the project would generate additional economic benefits in that region as well.

Based on the estimated capital construction expenditure, it is estimated that 5861 direct and indirect engineering, construction and other short-term jobs will be generated within the corridor as a result of this project. The associated estimated earnings for these jobs are $92,922,000 and the projected resulting economic output is $1,347,708,000.

For ongoing job creation, it is estimated that the annual operations and maintenance budget for the Chicago - St. Louis Corridor Intercity Passenger Rail Service will generate 407 jobs with an earnings of $23,342,000 and an economic output of $98,247,000.

2. OPERATIONS

2.1. Development Phasing

Throughout the remainder of this document, two phases of corridor development are referenced:

- 04ROD Phase refers to a set of corridor improvement that was environmentally cleared under a 2003 Final Environmental Impact Statement and its Record of Decision issued the following year.
- Double Track Phase is the complete build-out of the corridor that provides for 110 MPH operations for most of the length.

2.1.1. 04ROD Phase

The 04ROD Phase will provide High-Speed Rail (HSR) passenger service between Chicago and St. Louis. South of Dwight, maximum operating speed will be 110 MPH. North of Dwight, the existing maximum operating speed of 79 MPH will be maintained. No physical improvements and no changes in operating characteristics (i.e., number and speed of trains) will be made north of Dwight.

Initially, HSR service will consist of three round trips per day, with estimated one-way end-to-end travel times of four hours and 10 minutes. HSR trains will stop at all of the stations currently served by the existing Chicago - St. Louis Amtrak route (i.e., Chicago Union Station, Summit, Joliet, Dwight, Pontiac, Bloomington/Normal, Lincoln, Springfield, Carlinville, Alton, and St. Louis).

Two conventional speed trains will continue to operate daily in each direction. These are the Texas Eagle service and one Lincoln Service train.

2.1.2. Double Track Phase

This phase completes the currently envisioned improvements in the corridor to support 8 high-speed round trips between Chicago and St. Louis on a 3 hour 50 minute schedule. The Texas Eagle also continues to operate within the corridor.

The number and type of road/highway at-grade crossings would also be considered by this future program to identify possible closures, upgrading with more sophisticated warning systems, and/or grade separation would be warranted. Further station facility improvements might be required for increased service levels, although local communities would be solicited for funding for those improvements. A maintenance facility is programmed for St. Louis and a grade separation from the NS Railroad at Iles.

Additionally, there will be a need for the procurement of additional train sets with the increase in service level.

2.2. Stations

The following towns and cities are proposed to be served by the new Chicago-St. Louis passenger rail service:

- Chicago, IL – Union Station
- Summit, IL
- Joliet, IL
- Dwight, IL

- Pontiac, IL
- Bloomington-Normal, IL
- Lincoln, IL
- Springfield, IL
- Carlinville, IL
- Alton, IL
- East St. Louis, IL (Proposed New Optional Station)
- St. Louis, IL

The East St. Louis station is the only proposed new optional station. The remaining stations are currently served by Amtrak's Lincoln or Texas Eagle Service, which operates 5 times daily in each direction between Chicago-St. Louis.

If communities other than those listed express a desire to support the development of additional or different station locations, these would also be considered during the design process. Additional opportunity for consideration would come during the second phase of construction when additional infrastructure improvements would be made to increase service speeds and levels.

The specific passenger station locations and features are described in the following sections:

2.2.1. Chicago, IL – Union Station

Although there are a number of passenger rail stations in downtown Chicago, Union Station is the best facility for the eastern terminus of this service. It is the existing Amtrak passenger rail station in Chicago, and as such already includes ticketing facilities, baggage claim areas, passenger waiting areas, restaurants and other conveniences for passenger rail service.

Chicago Union Station is the major hub for other existing and proposed Midwest Regional Rail System routes and initiatives. The station has adequate spare capacity and will not require modification to support the Chicago-St. Louis service.

Table 2.1 – Chicago-Union Station Intermodal Connections

CHICAGO	Union Station, 225 S. Canal Street
Intercity Rail	Amtrak major hub with services to most areas of the country Proposed hub for MWRRS
Commuter Rail	Six (6) Metra commuter rail lines also terminate at Chicago's Union Station, providing convenient cross-platform access to Metra's commuter rail system on the following lines: • Metra/Milwaukee District – North Line • Metra/Milwaukee District – West Line • Metra/North Central Service • Metra/Burlington Northern Santa Fe Service • Metra/Heritage Corridor • Metra/SouthWest Service Other Metra rail lines terminate at other nearby Chicago stations, providing access to all parts of Chicago and its six surrounding counties.
Intercity Bus	Greyhound Lines bus provides service from its Chicago Terminal to all parts of the United States from its main Chicago Terminal located at 630 W. Harrison Street, six city blocks from Union Station. Some buses stop at Chicago Union Station but no ticketing is available on-site. Burlington Trailways bus lines also provides scheduled bus service to many of the Midwest states, including Indiana, Illinois, Iowa, Missouri, North and South Dakota, Wyoming and Colorado. Burlington Trailways also utilizes the Greyhound Chicago Terminal. Megabus provides bus service between Chicago and other cities and towns within Illinois, Indiana, Michigan, Minnesota, Michigan, Ohio and Wisconsin. The Megabus Chicago stop is very near Union Station, providing for very convenient access to or from all Chicago Amtrak service.
Local Transit Rail	The Chicago Transit Authority's (CTA) heavy rail Blue Line has a station stop two blocks south of Union Station, and access to other CTA heavy rail lines is just three blocks east of Union Station. CTA heavy rail provides service to Chicago's O'Hare and Midway airports.
Local Transit Bus	Union Station is directly served by the Chicago Transit Authority (CTA) buses, including routes 1, 7, X28, 38, 60, 121, 124, 125, 126, 130, 151 and 157.
Paratransit	Service offered by Pace
Taxi	Yes
Car Rental	Hertz Rent-A-Car located in Union Station Free pickup, Enterprise Rent-A-Car
Parking	Available, $22.00 per day
Pedestrian	Chicago Union Stations is located adjacent to downtown Chicago.

2.2.2. Summit, IL

The Village of Summit is located approximately 12 miles southwest of downtown Chicago (Union Station). The Summit station is served by Amtrak, and Metra's Heritage Corridor commuter line, which operates only during morning and evening rush hours in peak direction. Amtrak's Texas Eagle and Lincoln Service use these tracks from Chicago Union Station to Joliet Union Station; however, the Texas Eagle does not stop. Summit is also the closest Metra station to Midway Airport.

The existing station is located 2.5 miles west of Midway Airport Archer Avenue. This location provides convenient access to the Adlai Stevenson Expressway (I-55) to the southwest suburbs of Chicago.

Table 2.2 – Summit Intermodal Connections

SUMMIT	Center Street and Hanover Avenue, Summit, IL
Intercity Rail	Three southbound and four northbound Lincoln Service trains call at Summit. Lincoln Service trains will be displaced by the new high-speed service trains once inaugurated.
Commuter Rail	Metra, 6 trains on weekdays, northbound in A.M., southbound P.M.
Intercity Bus	No
Local Transit Rail	No
Local Transit Bus	CTA bus line, 6 blocks east
Paratransit	Yes
Taxi	Yes
Car Rental	No
Parking	Yes
Pedestrian	Yes

2.2.3. Joliet, IL

The City of Joliet is located about 40 miles southwest of Chicago. Joliet Union Station is a commuter and long-distance railroad station in downtown Joliet, Illinois serving both Amtrak long-distance and Metra commuter trains. It is at the junction of the former Rock Island Line and Alton Railroad main lines. The Metra Rock Island line runs via Blue Island, Illinois to LaSalle Street Station, while the Metra Heritage Corridor line runs via Summit, Illinois to Chicago's Union Station. Five Amtrak trains on the Chicago-St. Louis corridor stop in Joliet daily each way, the Texas Eagle and Lincoln Service.

Train service to Joliet was begun by the Chicago and Rock Island Railroad, a predecessor of the Rock Island Line, in 1852. Joliet Union Station was designed by architect Jarvis Hunt in the Beaux Arts Classical style, and was built in 1912. Joliet Union Station was listed on the National Register of Historic Places on August 1, 1978. The station was extensively renovated and made ADA-accessible in 1989-1991. Eastbound U.S. Highway 30, the Lincoln Highway, passes by Joliet Union Station. The station is served by Pace #501 West Jefferson, #504 South Joliet, #505 West Joliet Loop, #507 Plainfield, #508 East Joliet, #509 Forest Park, #511 Joliet-Elwood-Deer Run, #832 Joliet-Orland Square and #834 Joliet-Downers Grove. The Joliet Greyhound Intercity Bus station is located approximately 4.0 miles west of Joliet Union Station.

The Joliet Union Station provides access to the entire Amtrak system for the far southwest suburban area of the Chicago region.

Table 2.3 – Joliet Intermodal Connections

JOLIET	Union Station, 50 E. Jefferson St.
Intercity Rail	Amtrak Lincoln Service and Texas Eagle Service currently serves Joliet Union Station.
Commuter Rail	Southwestern terminus for Metra's Heritage Corridor Line and Rock Island Line. Both lines serve downtown Chicago via different corridors, intermediate stations and downtown Chicago stations.
Intercity Bus	No
Local Transit Rail	No
Local Transit Bus	Pace Bus Service provides extensive service to the Joliet area. Routes 501, 504, 505, 507, 508, 509, 511, 832, and 834 serve currently the Joliet Union Station.
Paratransit	Yes
Taxi	Yes
Car Rental	Free pickup, Enterprise Rent-A-Car
Parking	Yes
Pedestrian	Joliet Union Station is located in the Central Business District

2.2.4. Dwight, IL

The Dwight Station is located in the center of the Dwight central business district, about 75 miles southwest of downtown Chicago and 40 miles northeast of Bloomington-Normal. The Dwight railroad depot was built by the Chicago and Alton Railroad in 1891 to a design by architect Henry Ives Cobb. Built in the Richardson Romanesque style of rusticated masonry, the structure has been on the National Register of Historic Places since December 27, 1982. The depot continues to serve Amtrak passenger traffic between Chicago and St. Louis. Amtrak trains serving the station are the Lincoln Service.

Table 2.4 – Dwight Intermodal Connections

DWIGHT	119 W. Main St.
Intercity Rail	Amtrak Lincoln Service currently serves Dwight.
Commuter Rail	No
Intercity Bus	No
Local Transit Rail	No
Local Transit Bus	No
Paratransit	No
Taxi	Yes
Car Rental	Free pickup, Enterprise Rent-A-Car
Parking	Yes
Pedestrian	Yes, located in downtown Dwight.

2.2.5. Pontiac, IL

Pontiac, IL is located about 100 miles south of Chicago. The city is a popular tourist destination known for its history, historic swinging bridges, as well as being located along historic Route 66. Five Amtrak trains on the Chicago-St. Louis corridor stop in Joliet daily each way: the Texas Eagle, and the Lincoln Service.

This site is located in the city center and surrounded commercial uses to the north, south and west and is adjacent to a city park along its eastern boundary.

Table 2.5 – Pontiac Intermodal Connections

PONTIAC	721 W. Washington St.
Intercity Rail	Amtrak Lincoln Service and Texas Eagle Service currently serves Pontiac.
Commuter Rail	No
Intercity Bus	No
Local Transit Rail	No
Local Transit Bus	No
Paratransit	No
Taxi	Yes
Car Rental	Free pickup, Enterprise Rent-A-Car
Parking	Limited free parking and pad overflow parking
Pedestrian	Yes, six city blocks to downtown

2.2.6. Normal-Bloomington, IL

Bloomington-Normal, IL is located in the heart of Central Illinois, approximately 125 miles southwest of Chicago, 155 miles northeast of St. Louis, and 64 miles northeast of Springfield, The Bloomington-Normal Amtrak station is located in the center of the Bloomington-Normal urban area. The current terminal was built in 1990. The station is also served by connecting busses for passengers going to Galesburg, Peoria, and Champaign/Urbana. In 2008, 180,589 train passengers boarded or alighted from Amtrak trains at the station, making Bloomington/Normal the fourth busiest Amtrak station in the Midwest behind Chicago, Milwaukee, and St. Louis. Amtrak service is provided by Lincoln Service, and the Texas Eagle. The station completed a public parking lot in 2006, which offers free long-term parking for Amtrak passengers. Bloomington-Normal Public Transit serves the station.

The main campus of Illinois State University, Illinois' oldest public university is located in Normal, as is Heartland Community College and a satellite campus of Lincoln College. Illinois Wesleyan University and the corporate headquarters of State Farm Insurance are located in Bloomington, IL

Table 2.6 – Normal-Bloomington Intermodal Connections

NORMAL-BLOOMINGTON	100 E. Parkinson St.
Intercity Rail	Amtrak Lincoln Service and Texas Eagle Service currently serves Normal.
Commuter Rail	No
Intercity Bus	Greyhound Lines at 527 Brock Drive, Bloomington, approximately 3 miles from station. Some Greyhound buses stop at Amtrak Station but no on-site ticketing is available. MWRRS Feeder Buses are planned for this station.
Local Transit Rail	No
Local Transit Bus	Bloomington-Normal Public Transit Service routes A, B, D, E, G, H, and I all serve the Bloomington-Normal Amtrak Station within one to two blocks. Several of these routes also connect with other BNPTS routes, providing connectivity to other parts of Bloomington-Normal.
Paratransit	Yes
Taxi	Yes
Car Rental	Free pickup, Enterprise Rent-A-Car
Parking	Yes
Pedestrian	Yes, four city blocks to downtown Normal.

2.2.7. Lincoln, IL

Lincoln, IL Lincoln is located between Bloomington and Springfield and midway between Chicago and St. Louis. The city is a popular tourist destination known for its history on Abraham Lincoln.

The Lincoln, Illinois Amtrak station is a brick railroad depot built for the Chicago and Alton Railroad. It also served the Gulf, Mobile and Ohio Railroad before becoming part of the Amtrak system in 1971. It is located at the historic center of Lincoln, Illinois, at Broadway and Chicago Streets. The Amtrak stop is located in an unattended shelter adjacent to the historic station building which is now a restaurant.

Table 2.7 – Lincoln Intermodal Connections

LINCOLN	101 N. Chicago St.
Intercity Rail	Amtrak Lincoln Service and Texas Eagle Service currently serves Lincoln.
Commuter Rail	No
Intercity Bus	No
Local Transit Rail	No
Local Transit Bus	No
Paratransit	No
Taxi	Yes
Car Rental	Free pickup, Enterprise Rent-A-Car
Parking	Street parking
Pedestrian	Yes, two city blocks to courthouse square

2.2.8. Springfield, IL

The Springfield Amtrak station, a brick railroad depot built in 1895, serves the state capital. It is approximately 185 miles from downtown Chicago. The station is served by five trains daily each way: the daily Texas Eagle, and four daily Lincoln Service schedules. The station is served by local bus by the Springfield Mass Transit District. A 45 space parking lot for Amtrak costumers is located adjacent to the station.

The station was originally constructed by the Chicago and Alton Railroad in 1895, and was served by a successor company, the Gulf, Mobile and Ohio Railroad, until the start up of Amtrak on May 1, 1971. During the pre-Amtrak era, a variety of name trains served this station, including the Alton Limited, the Abraham Lincoln, and the Midnight Special.

The City Springfield is studying the rehabilitation and site improvements to this station.

Table 2.8 – Springfield Intermodal Connections

SPRINGFIELD	E. Washington and N. 3rd Sts.
Intercity Rail	Amtrak Lincoln Service and Texas Eagle Service currently serves Springfield.
Commuter Rail	No
Intercity Bus	Greyhound Lines station at 2351 S. Dirksen Parkway, approximately 4 miles from station. MWRRS Feeder Buses are planned for this station.
Local Transit Rail	No
Local Transit Bus	Springfield Mass Transit District currently provides transit bus service to the Springfield Amtrak station site via the #4, #5, and #7S routes. The #1, #2, #7W, #3, #6, #8, #9, and #12 routes are also nearby.
Paratransit	Yes
Taxi	Yes
Car Rental	Free pickup, Enterprise Rent-A-Car
Parking	Yes
Pedestrian	Located in downtown Springfield

2.2.9. Carlinville, IL

Located in West Central Illinois, Carlinville is 45 miles south of Springfield, 65 miles northeast of St. Louis on Historic Route 66 and 224 miles from Chicago. The Amtrak Station is located on route on western edge of the town.

Table 2.9 – Carlinville Intermodal Connections

CARLINVILLE	128 Alton Rd.
Intercity Rail	Amtrak Lincoln Service and Texas Eagle Service currently serves Carlinville.
Commuter Rail	No
Intercity Bus	No
Local Transit Rail	No
Local Transit Bus	No
Paratransit	No
Taxi	No
Car Rental	Free pickup, Enterprise Rent-A-Car
Parking	Yes
Pedestrian	Yes, six city blocks to downtown.

2.2.10. Alton, IL

Alton, IL is located along the Mississippi River about 15 miles north of St. Louis and 257 miles from Chicago. The Alton station is one of three Amtrak stations in the St. Louis metropolitan area. The station that is located in the northeastern portion of the Alton suburban area.

Table 2.10 – Alton Intermodal Connections

ALTON	3400 College Ave.
Intercity Rail	Amtrak Lincoln Service and Texas Eagle Service currently serves Alton.
Commuter Rail	No
Intercity Bus	No
Local Transit Rail	No
Local Transit Bus	Madison County Transit route #11 serves the Amtrak station with connecting MetroBus service to East St. Louis and St. Louis
Paratransit	Yes
Taxi	Yes
Car Rental	Free pickup, Enterprise Rent-A-Car
Parking	Yes
Pedestrian	Not pedestrian friendly, 2+ miles to Central Business District.

2.2.11. East St. Louis, IL - Possible New Optional Station

A station in the East St. Louis vicinity has been considered for the Double Track or later phases. Development of concepts for this station will be performed during service NEPA activities, and the station may be implemented in later phases of the project. Skip-stop service may be provided to maintain overall travel times on the route.

The Amtrak does not directly station in East St. Louis, but makes many stops nearby. The closest existing Amtrak stop is in St. Louis, MO at the 16th Street, approximately 5 miles away and the Alton Amtrak Station (about 30 miles away). East St. Louis is served by the St. Louis Metro Link Light Rail system.

The possible station site includes a new train station that is located on the east side downtown East St. Louis across I-64/70.

2.2.12. St. Louis, MO

The western terminus for the proposed Chicago-St. Louis service is proposed to be St. Louis, MO, which is located along the Mississippi River, approximately 284 miles from Chicago. The Gateway Multimodal Transportation Center is a rail and bus station located in downtown St. Louis, MO. Opened in 2008 and operating 24 hours a day, it serves Amtrak, St. Louis MetroLink, MetroBus regional buses, Greyhound cross-country buses, and taxis. Also called the Intermodal Transportation Center, Gateway Transportation Station or Gateway Station, the center is Missouri's largest rail transportation station and one block east of St. Louis Union Station. Nearby St. Louis Union Station stopped serving cross-country passenger rail traffic in 1978. Only St. Louis MetroLink light rail stops at Union Station

Table 2.11 – St. Louis Intermodal Connections

St. LOUIS	Gateway Transportation Center, 430 S. 15th St.
Intercity Rail	Amtrak Lincoln Service, Texas Eagle Service and Missouri River Runner Service currently serves St. Louis.
Commuter Rail	No
Intercity Bus	Greyhound Lines collocated at 430 S. 15th Street.
Local Transit Rail	MetroLink station within one city block. Lambert International Airport is served by MetroLink. Scott Air Force Base is served at the east end of the system.
Local Transit Bus	MetroBus routes 11,13,32,57,73,94,97,99 within one city block. Numerous other bus routes are close by.
Paratransit	Yes
Taxi	Yes
Car Rental	Free pickup, Enterprise Rent-A-Car
Parking	Yes, Pay Parking
Pedestrian	Located adjacent to downtown St. Louis.

2.3. Station Demographics

Table 2.11 provides information relative to the Socio-Economic Characteristics Profile for the cities and towns for each Station area along the corridor.

Table 2.12 – Chicago-St. Louis Corridor Station Location Socio-economic Characteristics Profile (Regional Zones – 2002)

Station	Population	Employment	Average Household Income (2002$)	Average Residential Property Value (2002$)
Chicago	4,168,445	1,900,442	$71,059	$211,452
Joliet	466,464	234,127	$81,867	$189,355
Dwight	54,220	26,438	$62,630	$135,884
Pontiac	23,907	11,293	$54,594	$96,763
Normal/Bloomington	467,654	310,537	$61,688	$119,315
Lincoln	48,095	22,560	$53,766	$95,168
Springfield	284,360	143,675	$59,761	$107,310
Carlinville	133,603	60,747	$48,978	$81,840
Alton	282,752	136,298	$58,002	$100,881
St. Louis	1,283,622	596,936	$60,823	$126,391

2.4. Schedules

Proposed service schedules have been developed for both phases of the project.

2.4.1. 04ROD Phase Schedules

The 04ROD Phase service will operate ten (10) trains per day, resulting in five (5) daily round trips, seven days per week. The daily service will include the following Amtrak trains:

- High Speed Express – One southbound trains per day
- High Speed Standard – Two southbound and three northbound trains per day
- Lincoln Service – One round trip per day
- Texas Eagle – One round trip per day

The following train schedules are proposed to operate this service during the 04ROD Phase. Table 1.1 provides the southbound schedule and Table 1.2 the northbound schedule:

Table 2.13 – Chicago–St. Louis HSR Train Service Schedule
04ROD Phase – Southbound

Station	301 HS Express	303 Lincoln Service	21 Texas Eagle	305 HS Standard	307 HS Standard
Chicago	07:00	09:25	13:45	17:15	19:00
Summit	07:23	09:48	---	17:37	19:22
Joliet	07:45	10:15	14:40	18:00	19:45
Dwight	08:12	10:49	---	18:27	20:12
Pontiac	08:28	11:06	15:27	18:43	20:28
Normal-Bloomington	08:53	11:39	16:04	19:08	20:53
Lincoln	09:19	12:10	16:37	19:34	21:19
Springfield	09:44	12:50	17:14	19:59	21:44
Carlinville	10:14	13:28	17:49	20:29	22:14
Alton	10:42	13:59	18:22	20:57	22:42
St. Louis	11:10	15:00	19:21	21:25	23:10

Note: All times are Central Standard Time.

Table 2.14 – Chicago–St. Louis HSR Train Service Schedule
04ROD Phase – Northbound

Station	300	22	302	304	306
	HS Standard	Texas Eagle	HS Standard	Lincoln Service	HS Standard
St. Louis	05:51	07:55	08:11	15:00	19:01
Alton	06:17	08:43	08:37	15:46	19:27
Carlinville	06:45	09:15	09:05	16:15	19:55
Springfield	07:15	09:55	09:35	16:57	20:25
Lincoln	07:40	10:25	10:00	17:25	20:50
Normal-Bloomington	08:06	11:08	10:26	17:56	21:16
Pontiac	08:29	11:39	10:49	18:23	21:39
Dwight	08:45	---	11:05	18:41	21:55
Joliet	09:13	12:59	11:33	19:26	22:23
Summit	09:38	---	11:58	20:18	22:48
Chicago	10:00	13:59	12:20	20:40	23:10

Note: All times are Central Standard Time.

2.4.2. Double Track Phase Schedules

The Double Track Phase service will enable the service to be expanded, with initial operation of 18 trains per day, resulting in 9 daily round trips, seven days per week. The daily service will include the following Amtrak trains:

- High Speed Express Trains – Five southbound and four northbound trains per day
- High Speed Standard – Three southbound and four northbound trains per day
- Texas Eagle – One round trip per day

The following train schedules are proposed to operate this service with the implementation of the Double Track Phase. Table 1.3 provides the southbound schedule and Table 1.4 the northbound schedule:

Table 2.15 – Chicago–St. Louis HSR Train Service Schedule
Double Track Phase – Southbound

Station	501	571	573	503	505	21	507	575	577
	HS Express	HS Standard	HS Express	HS Express	HS Standard	Texas Eagle	HS Express	HS Express	HS Standard
Chicago	05:40	07:00	08:40	10:30	12:00	13:45	14:05	17:30	19:00
Summit	---	07:22	---		12:22	---			19:22
Joliet	06:25	07:45	09:25	11:15	12:45	14:40	14:50	18:15	19:45
Dwight	---	08:12	---		13:12	---			20:12
Pontiac	---	08:28	---		13:28	15:27			20:28
Normal-Bloomington	07:22	08:53	10:22	12:12	13:53	16:04	15:47	19:12	20:53
Lincoln	---	09:19	---		14:19	16:37			21:19
Springfield	08:09	09:44	11:09	12:59	14:44	17:14	16:34	19:59	21:44
Carlinville	---	10:14	---		15:14	17:49			22:14
Alton	09:02	---	12:02	---	15:42	18:22	---	20:52	---
E. St. Louis	---	11:00	---	14:10	---	---	17:45	---	23:00
St. Louis	09:30	11:10	12:30	14:20	16:10	19:21	17:55	21:20	23:10

Note: All times are Central Standard Time.

Table 2.16 – Chicago–St. Louis HSR Train Service Schedule
Double Track Phase – Northbound

Station	570	572	22	500	502	504	574	576	506
	HS Express	HS Standard	Texas Eagle	HS Express	HS Standard	HS Express	HS Standard	HS Express	HS Standard
St. Louis	05:31	06:30	07:55	09:37	12:21	13:11	15:15	16:11	18:41
E. St. Louis	---	06:40	---	---	12:31	---	15:25	---	18:51
Alton	05:57	---	08:43	10:03	---	13:37	---	16:37	---
Carlinville	---	07:24	09:15		13:15	---	16:09	---	19:35
Springfield	06:50	07:54	09:55	10:56	13:45	14:30	16:39	17:30	20:05
Lincoln	---	08:19	10:25	---	14:10	---	17:04	---	20:30
Normal-Bloomington	07:35	08:45	11:08	11:41	14:36	15:15	17:30	18:15	20:56
Pontiac	---	09:08	11:39	---	14:59	---	17:53	---	21:19
Dwight	---	09:24	---	---	15:15	---	18:09	---	21:35
Joliet	08:33	09:52	12:59	12:39	15:43	16:13	18:37	19:13	22:03
Summit	---	10:17	---	---	16:08	---	19:02	---	---
Chicago	09:20	10:39	13:59	13:26	16:30	17:00	19:24	20:00	22:50

Note: All times are Central Standard Time.

2.5. Rolling Stock

The rolling stock for the Chicago - St. Louis (and other Midwest HSIPR service) shall be capable of sustained 110 MPH operation at gross weight over the entire corridor outside of terminal limits. Rolling stock shall meet all FRA regulatory requirements and the performance specification issued by the Service Sponsor. Aesthetically, rolling stock shall have the appearance of a matched trainset.

Performance specifications for the new locomotives and cars have been developed by IDOT, such that train lengths up to ten cars are not precluded and can still attain the desired 110 MPH top operating speed where conditions permit. IDOT intends to conduct an industry review of these specifications prior to releasing them for bid/proposal. The performance specifications and procurement schedules being developed include testing of the locomotives at the Pueblo, CO test track to obtain the required 110 MPH certification, as well as extensive testing of the locomotives and cars on the higher-speed Chicago-St. Louis line prior to the start of revenue operations.

The performance specifications for the new 110 MPH rolling stock require full compatibility with existing Amtrak locomotives and cars. In this way, maximum flexibility in the assignment and use of the new rolling stock is possible.

The procurement shall be accomplished in accordance with federal and state regulation. As determined by the Service Sponsor, procurement may either be by lease, by purchase, or by wet-rental. Procurement terms may include provisions for life cycle maintenance of equipment with guaranteed availability.

2.6. Operational Analyses

This section provides information regarding the operational analysis and expectations for the Chicago - St. Louis Corridor service.

The proposed service schedules provided in Section 2.4 were used by the Union Pacific Railroad to analyze the operational impact of the proposed passenger high-speed rail service with existing and projected freight rail service within the Chicago - St. Louis

Corridor. Rail Traffic Controller (RTC) simulation software was used to simulate the joint freight-passenger rail operations for both the 04ROD and the Double Track Phases. The simulations help to understand where train conflicts may occur and what the expectations for performance might be for the new service compared to the existing service. The output of these simulations is provided in the following sections.

2.6.1. Operations Stringline Diagrams

Stringline Diagrams were produced that provide a graphic representation of the results of the analysis. These show the potential conflicts where meets and passes may occur such that operations and schedules may be adjusted to maximize efficiencies and reduce the potential for delays.

Figures 2.1 and 2.2 provide examples of the stringline diagrams for the 04ROD Phase for both the Joliet Subdivision and the Springfield Subdivision. Figures 2.3 and 2.4 provide stringline diagrams for the Double Track Phase for the same subdivisions.

The results of the simulation lead to the conclusion that the proposed schedules and service are viable and can be successfully operated in conjunction with the existing and proposed freight operations.

The legend for these stringline diagrams follows:

White	AMTRAK Texas Eagle
Orange	AMTRAK Lincoln Service or HS Trains
Purple	Future UP Joliet IM Trains
Yellow	UP Local Trains
Black	Foreign Trains to UP (NS, BNSF, CN, etc)
Aqua Blue	Track Inspectors
Dark Blue	UP Manifest / Coal
Dark Orange	Grain Trains

Figure 2.1 – Chicago–St. Louis HSR Stringline Diagram
Joliet Subdivision – 04ROD Phase

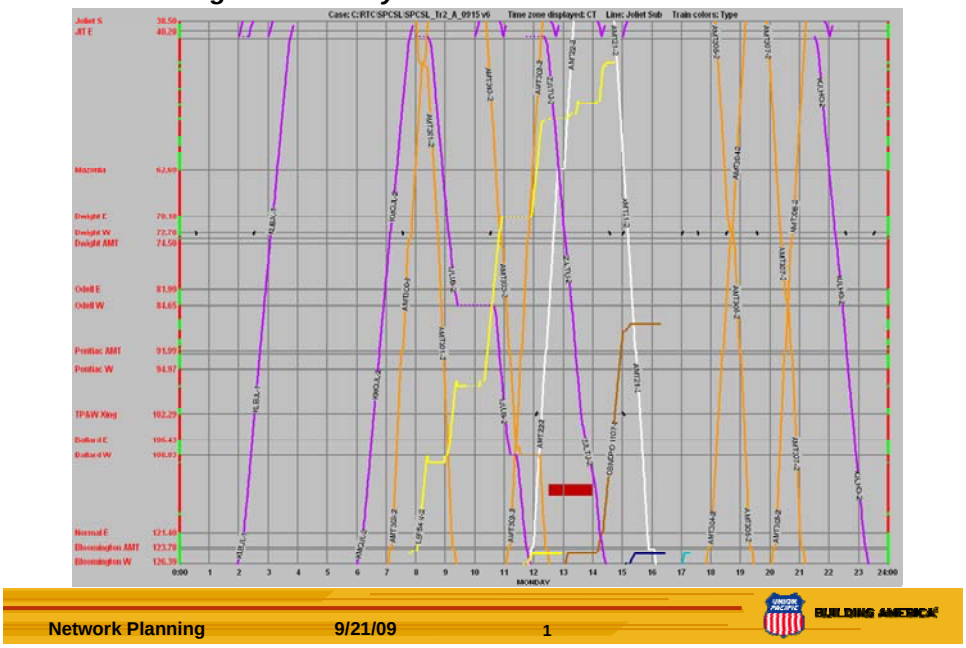


Figure 2.2 – Chicago–St. Louis HSR Stringline Diagram
Springfield Subdivision – 04ROD Phase

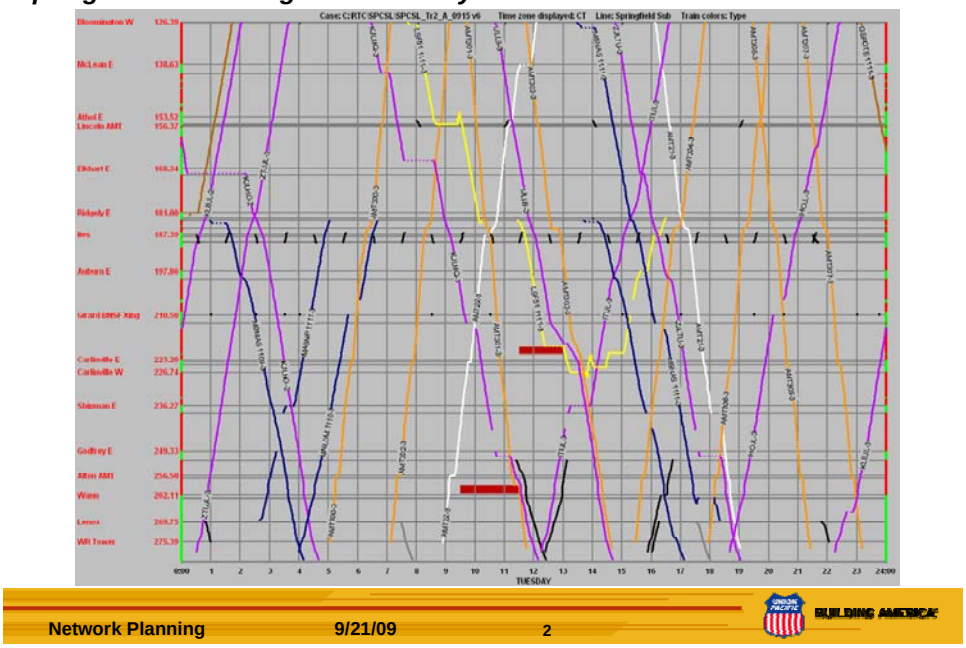


Figure 2.3 – Chicago–St. Louis HSR Stringline Diagram
Joliet Subdivision – Double Track Phase

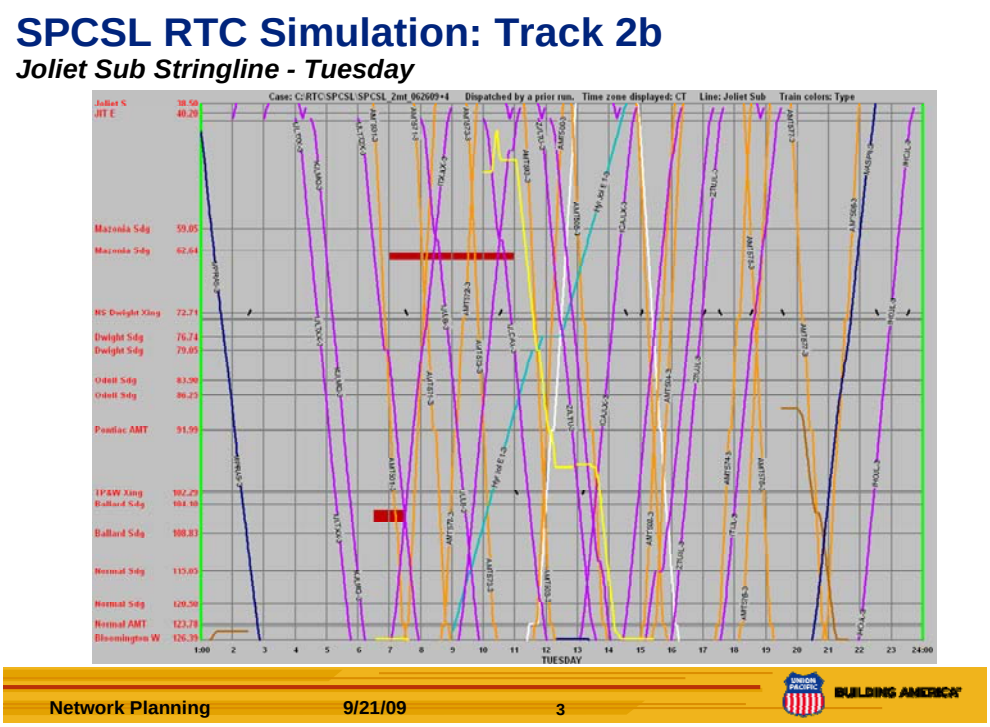
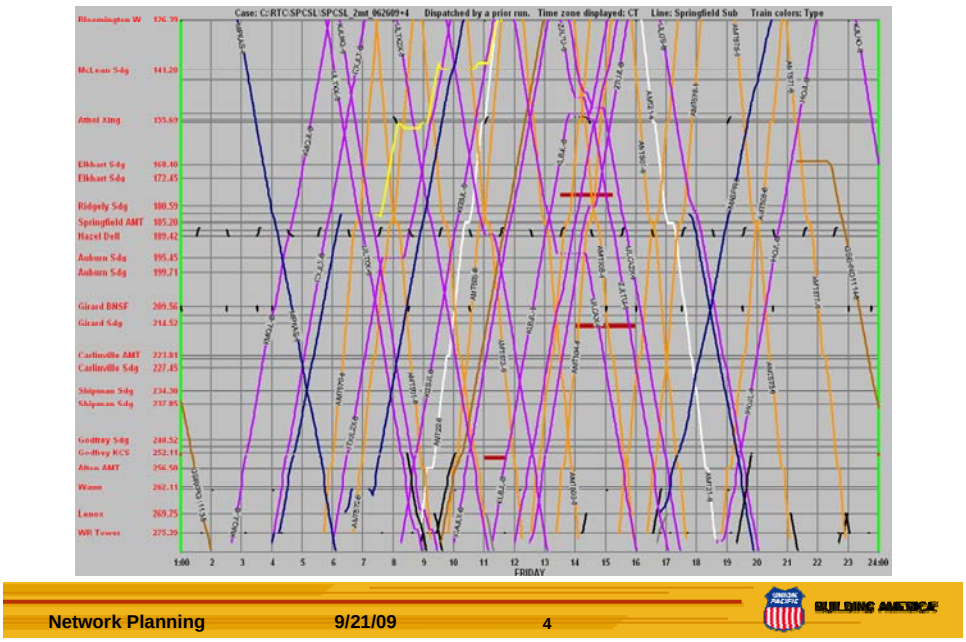


Figure 2.4 – Chicago–St. Louis HSR Stringline Diagram
Springfield Subdivision – Double Track Phase



2.6.2. Railroad Operation Performance

The results of the simulation and operations analysis reveal that performance will be improved as a result of both phases of the project. As expected, the greatest improvements will come with the completion of the Double Track Phase. Current passenger service in the corridor requires 5 hours and 30 minutes between Chicago and St. Louis. After the completion of the 04ROD and Double Track phases of the work, schedules operations will require 3 hours and 50 minutes. This is a time reduction of 1 hour and 40 minutes or 30.3%.

Expectations of improvement by Phase are described below. Table 2.16 provides additional information and a summary of the operations performance analysis.

Operations Performance with 04ROD Phase Improvements

Improvements in this phase include the upgrade to several passing tracks and an upgrade to 110 MPH capable track south of Dwight, and the installation of PTC on trackage designated greater than 80 MPH. With these improvements, however, the corridor south of Joliet remains a single track railroad with its inherent limitations. High levels of dispatcher skills will be required to extract the maximum possible performance out of the corridor.

The 04ROD Phase upgrades reduce delays to corridor trains by 50% although sensitivity to off-schedule train delays remains high and will have greater impact if only a modest increase in traffic operates in the corridor. UPRR is using this route for intermodal trains to their new container yard near Joliet from its Mississippi gateway at St. Louis. The modernized Panama Canal can be expected to direct more Asian container traffic to Gulf Ports such as Houston rather than the West Coast ports. For inland destinations in the Midwest, rail will be the preferred mode of land transport. The northbound Texas Eagle can still be a source of difficulty if its on-time arrival at St. Louis has been compromised farther south as often is the case.

Operations Performance with Double Track Phase Improvements

The installation of a second main track and similar capacity improvements north of Joliet precipitously reduce delay in the corridor. With these improvements, the host railroad has pledged to 90% on-time performance for all passenger trains. Sensitivity to increased freight traffic or even increased passenger traffic is reduced. Form B track maintenance operations also do not have the devastating schedule performance affects although at the location of the maintenance, the corridor is temporarily a single track railroad again. As in all shared-track freight and passenger operations, performance results are dependent on skilled dispatchers making real time decisions, as well as adherence to the timetable instructions governing the territory.

Table 2.17 – RTC Simulation Railroad Operation Performance

Measurement	Base	04ROD Phase		Double Track Phase	
		Actual	v. Base	Actual	v. Base
Daily Trains					
Corridor – 79 MPH	8	2	-	0	-
Corridor – 110 MPH	0	6	-	16	-
HS Express	*0*	*1*	-	*9*	-
HS Standard	*0*	*5*	-	*7*	-
Texas Eagle	2	2	-	2	-
UP Joliet Intermodal Trains	7	7	-	15	-
On-Time Performance (RTC)					
Corridor – 79 MPH	73%	80%	+7%	-	-
Corridor – 110 MPH	-	80%	-	90%	-
HS Express	-	-	-	*90%*	-
HS Standard	-	-	-	*90%*	-
Texas Eagle	67%	80%	+13%	90%	+23%
Transit Hours per Train					
Corridor – 79 MPH	5.5	5.0	-10%	-	-
Corridor – 110 MPH	-	4.4	-	4.0	-
HS Express	-	-	-	*3.8*	-
HS Standard	-	-	-	*4.2*	-
Texas Eagle	6.0	5.9	-3%	5.5	-8%
Velocity					
Corridor – 79 MPH	52.9	54.7	+3%	-	-
Corridor – 110 MPH	-	62.0		72.6	-
HS Express	-	-		76.0	-
HS Standard	-	-		68.9	-
Texas Eagle	48.0	49.5	+3%	53.0	+10%
Delay Minutes per 10K t*m					
Corridor – 79 MPH	686	344	-50%	-	-
Corridor – 110 MPH		434	-	156	-
HS Express		-	-	*123*	-
HS Standard		-	-	*197*	-
Texas Eagle	1559	1158	-26%	522	-67%

2.6.3. Equipment Scheduling

The Midwest Regional Rail System Project Notebook, Sections 7.5 and 7.6 presents an extensive and detailed analysis of equipment scheduling. The equipment sets were "cycled" through the complete MWRRS train schedules to ensure the purchase of the correct number of train sets. Even more importantly, the analysis verified that the planned maintenance shops were in the right locations and had sufficient capacity to maintain the train sets. Sections 7.8 and 7.9 provide additional information on maintenance base requirements for supporting MWRRS operations.

The system schedules could be covered with 57 train-sets but the recommendation was to purchase 10% extra trains, for shop counts and protect equipment. A feasible rotation could be developed for any shop development plan that offers capacity of at least 16 trains per night. The following conclusions were reached regarding the development of shops for maintaining the trains:

- The final choice of shop locations must largely hinge on the availability of reasonably priced real estate in reasonable proximity to the endpoint stations. It was recommended that further study be undertaken to find a better and larger location for the proposed St. Louis shop.
- A two-train shop at St. Louis would provide insufficient capacity to meet the needs of the 2014 MWRRS system. A minimum three-train capacity is needed at St. Louis to increase the system production rate to 16 trains per night.
- The nearby location of Amtrak maintenance facilities to the Chicago terminus for this service will provide for convenient access to servicing and maintenance facilities which will enhance equipment availability and reliability.

2.6.4. Crew Scheduling

Amtrak as the operator of the service will provide train operating crews, crew supervision and crew support. Amtrak may or may not provide cabin services or station services, pending final contractual arrangements with IDOT. Train operating crews will be qualified for high-speed operations and be rotated for service in accordance with the operator's policies as well as federal laws and regulations. Operation contracts will contain provisions guaranteeing availability of crews to cover the service.

Amtrak crew layover facilities currently exist at Chicago Union Station and will be utilized for this service. Since St. Louis is already a terminus for Amtrak service, necessary crew layover facilities already exist, but an allowance is assumed to improve and expand these in support of the new services.

2.6.5. Consist Analysis

New, 110 MPH-capable locomotives and cars (coaches and food service/business class equipment) suitable for sustained 110 MPH operation will be purchased for this corridor. To support the service plan described in the 2003 EIS, the line will require 6 sets of equipment (4 in service plus spare sets at either end of line). With 2 locomotives (one at each end of the train) and 5 cars per trainset, the corridor's total equipment requirements for this application will be 12 locomotives and 30 cars. Additional similar equipment is proposed in related track 2 applications for the Chicago-St. Louis corridor (double track with additional service) and for corridors from Chicago to Dubuque and Iowa City. This overall equipment fleet will protect the integrity of the named services, but also be available for use in routes from Chicago to Quincy and Carbondale as may be necessary for efficient fleet utilization. For consistency in appearance, branding, and fleet utilization, the 79 MPH trips will also be equipped with the new rolling stock. These needs are included in the equipment totals noted above.

Standard coaches and business class cars will be available in each train on the Chicago-St. Louis line. Business class seating will be in cars which also provide food service, with the dispensing of food and beverages from an attended counter, as well as seating at tables in a part of the car.

The 110 MPH cars will incorporate many new features, including a train monitoring system (to assist in operations and on-line trouble-shooting), passenger emergency

intercom provisions, a public address/automated announcement system, visual message signs and provisions for the installation of wireless internet. The new cars will also incorporate a global positioning system. A minimum availability of 97% is required for the new 110 MPH cars.

Locomotives to be procured under the FRA HSIPR program will also incorporate many new features, including compliance with EPA Tier III emissions. The performance specifications for the new locomotives require strict fuel efficiency and that there be no serious degradation of this performance if the locomotive is used in non-high speed (under 110 MPH) service.

This consist configuration will provide for an attractive travel experience that will enable the service to commence with high-quality, aesthetically pleasing, reliable rolling stock that will encourage both initial ridership and future ridership growth.

3. CAPITAL NEEDS

The capital requirements to initiate the Chicago - St. Louis service is described and quantified within Sections 3.1 and 3.2. A summary of the start-up capital costs is provided in Section 3.3. Sections 3.4 and 3.5 provide additional information relative to capital cost estimates for future corridor improvements and operating costs, respectively.

3.1. Vehicles

Rolling stock for the entire Chicago to St. Louis program will be ordered at the outset but equipment will be allocated between the two phases. Equipment for the Chicago-Dubuque service and the St. Louis service will be ordered together. The total order will be for 18 locomotives and 48 coaches of three basic configurations. The configurations are a standard chair car, standard chair car with cab controls and a combined Business Class/Café car. St. Louis trainsets will have a locomotive at each end providing traction redundancy.

04ROD Phase

Twelve of the locomotives at $5M each and 30 of the carriages at $4M each are attributed to the 04ROD Phase of the St. Louis service. Six of the carriages will be of the Business Class/Café variety with the remainder being Coach Class chair cars. Four trainsets will be in operation while two spares are held, one at each end of the route.

Double Track Phase

Rolling stock attributed to the Double Track Phase will include that procured for the 04ROD Phase plus an additional 4 locomotives and 10 carriages (2 Business/Café cars and 8 Coach Class chair cars). Spares are purchased in the 04ROD Phase.

This equipment would be purchased new with estimated capital costs as follows in Table 3.1:

Table 3.1 – Chicago to St. Louis Passenger Vehicles

Rolling Stock Equipment Type	Quantity to be Purchased	Unit Cost ($Million 2010)	Total Cost ($Million 2010)
04ROD Phase			
Diesel Locomotive with 110 mph Capabilities	12	$5.0	$60.0
Business Class/Café car	6	$4.0	$24.0
Coach Class chair car	24	$4.0	$96.0
TOTAL 04ROD Phase			**$180.0**
Double Track Phase			
Diesel Locomotive with 110 mph Capabilities	4	$5.0	$20.0
Business Class/Café car	2	$4.0	$8.0
Coach Class chair car	8	$4.0	$32.0
TOTAL Double Track Phase			**$60.0**

It is proposed that the rolling stock equipment for this service be procured in conjunction with the equipment to be acquired for the other HSIPR service within the Midwest Regional Rail System. This will provide for significant economies during the procurement process, and in the cost of the rolling stock. No other capital equipment is anticipated to be required to initiate this service, other than that included as part of the Infrastructure capital requirements, as defined below.

3.2. Infrastructure

3.2.1. Permanent Way

The infrastructure improvements to be performed for the Chicago-St. Louis Corridor are cumulative in nature. That is, the improvements to be performed for the 04ROD Phase will provide a basis for and support the improvements scheduled for the Double Track Phase. The goal of the engineering design for infrastructure improvements is to avoid duplication of construction efforts and to minimize "rework" between Phases to the greatest extent possible.

04ROD Phase

The 04ROD Phase improvements include adding or expanding passing tracks to minimize delays from ill-timed train meets, improved fencing to discourage trespass on the right of way, and upgraded grade crossing protection appropriate and timed for the operations.

Initially, HSR service will consist of three round trips per day. HSR trains will stop at all of the stations currently served by the existing Chicago - St. Louis Amtrak route (i.e., Chicago Union Station, Summit, Joliet, Dwight, Pontiac, Bloomington/Normal, Lincoln, Springfield, Carlinville, Alton, and St. Louis). Existing track will be utilized for 04ROD Phase throughout the project area. However, provision of HSR service will require:

- Reconstruction of 183 miles of main track
- Rehabilitation of 13 passing sidings
- Rehabilitation of stations at Dwight, Pontiac, Lincoln, Springfield, Carlinville and Alton
- Partial installation of PTC
- Enhanced warning devices at 174 grade crossings.

The treatment of grade crossings to accommodate 110 MPH operations is key to the success of passenger rail. Accordingly, the policy is to eliminate redundant or unnecessary crossings and to install the most sophisticated traffic control/warning devices compatible with the location of the crossing. Numerous grade crossings exist through downtown business areas and residential communities where 110 MPH operations are essential to the success of the system. Additionally, in many rural areas, secondary roads parallel the railroad right-of-way. The treatment of crossings in close proximity to parallel roadways may include the installation of acceleration and deceleration lanes and/or the installation of traffic signals on the secondary roadway. This highway work has not been included in the capital cost estimates. Humped crossings that minimize sight distance for both train and passenger vehicles are another challenge that will require specific engineering solutions.

Four-quadrant gates may be installed in areas where warranted by the level of the average daily traffic. Extended gate arms with a counterweight and chain link fencing may be used in rural areas where average daily traffic is low. The gate arm of the

existing flashers and gates may be extended to meet a 50-foot section of chain link fence that would be constructed at each quadrant of the crossing.

Implementation of a state-of-the-art signal and communications system is integral to the implementation of 110 MPH operations. Improved signaling will increase track throughput and raise the efficiency, productivity and safety of the track as well as meet regulatory requirements that will soon take effect. On 110 MPH rail, overlay of state-of-the-art signal and communications system on the existing signal system is required. A state-of-the-art system is necessary to coordinate freight and passenger operations and permit joint service to share the same track. Subject to acceptance by the FRA and freight railroads, it is assumed that Positive Train Control (PTC) system technology will be applied to all routes with speeds over 80-mph during this phase.

The estimated capital costs for the infrastructure improvements required within the Chicago to St. Louis Corridor 04ROD Phase is estimated at $1,202,466,000.

Double Track Phase

Improvements during the Double Track Phase will achieve 110 MPH corridor for the majority of the distance from Joliet to St. Louis. Improvements for 90 MPH operations will be initiated between Joliet and Chicago.

Double Track Phase work will include:

- Reconstruction of 36 miles of existing track
- Rehabilitation of the siding at Dwight
- Construction of 210 mikes of new second main track
- Completion of PTC installation
- Modifications to 170 four-quadrant gate installations
- Installation of 25 new four-quadrant gated crossings
- Grade separation from the Norfolk Southern Railroad at Iles (near Springfield)
- Various smaller improvements on the TRRA trackage to assure traffic flow
- Second ADA-compliance station platform installations to accommodate new double track
- Two new ADA-compliant platforms at Joliet
- St. Louis maintenance facility
- New station with parking at East St. Louis

Work will include the reconstruction of 36 miles of existing track, rehabilitation of the siding at Dwight, construction of 210 miles of new second or third mainline, complete installation of PTC in the corridor and rehabilitation older four-quadrant crossing protections.

Double Track Phase improves include completion of triple track from MP 1.37 in the Chicago Terminal Area to Joliet. This section is predominately double track currently. From Joliet to Q Tower (MP 281) near St. Louis, the corridor will have the installation of as second main track completed. Other improvements include the installation 0f 20 #30 universal crossovers, 29 flange-bearing frogs, 202 sets of Four Quadrant crossing gates, flyovers at Argo and Brighton Park, upgrade of several stations and various adjustments to industry tracks. This phase completes the installation of Positive Train Control.

The estimated capital costs for the infrastructure improvements required within the Chicago to St. Louis Corridor Double Track Phase is estimated at $3,215,624,000.

3.2.2. Stations

Detailed descriptions of the proposed station locations on the Chicago-St. Louis Corridor were provided in Section 2.2. This current section provides additional information on the capital improvements that are programmed during the two phases of the project.

04ROD Phase

All stations with the exceptions of Chicago Union Station, East St. Louis and the St. Louis Intermodal Center will receive upgrades as a result of this program phase. Detailed assessments of needs and requirements have not been completed at this time.

Double Track Phase

The East St. Louis station will be located and established in this phase. Since detail cannot be known at this time, a placeholder is placed in the capital estimate for this station.

3.2.3. Maintenance Facilities

The Chicago - St. Louis service will utilize train consist equipment that will be primarily maintained in a new purpose-built maintenance facility in St. Louis.

04ROD Phase

Amtrak's existing 16th Street Diesel Shop and 14th Street Coach Shop in Chicago will be used for train servicing when it is required in Chicago. These shops and their associated train storage yards are conveniently located just south of the Chicago Union Station South Concourse, the proposed Chicago terminus for the new service. The existing shops and yards have adequate existing capacity to perform repairs to the train equipment initially.

Double Track Phase

A new maintenance facility is planned to be located in St. Louis. Current facilities cannot handle the volume of trains that will be in service over the route. While land in St. Louis is expected to be more expensive, it was found that moving trains back across the Mississippi River was impractical and would encounter (and cause) traffic congestion at the bridge. A shop at St. Louis would be required to store and service three trains every night.

3.2.4. Administrative Facilities

Chicago's Union Station is currently owned and operated by Amtrak, and includes Amtrak administrative offices and facilities. Additional administrative facilities are not anticipated to be required to support the Chicago - St. Louis HSR service.

3.3. Capital Cost Estimates

This section provides a summary of the capital cost estimates projected to be required for Chicago – St. Louis Corridor HSR service. Tables 3.2, 3.3 and 3.4 provide capital costs for the 04ROD Phase and Table 3.5, 3.6 and 3.7 provide capital costs for the Double Track Phase.

The costs are provided in current year dollars or year of expenditure dollars and are clearly labeled. Amounts in tables are expressed in thousands of dollars. Section 6.3.4 provides additional information on this subject.

In addition to the costs for rolling stock procurement (Section 3.1) and infrastructure improvements (Section 3.2), costs are also included for Professional Services that will be required to support the project. These services include the following, with the cost based on percentages of the infrastructure improvements cost subtotal:

- Engineering Design – 6% to enable completion of the project design documents
- Project Management for Design & Construction – 8%
- Construction Administration & Management – 1%

04ROD Phase

Total Year of Expenditure estimated capital cost for the 04ROD Phase is $1,202,446,000.

Table 3.2 – Chicago-St. Louis Capital Costs by Category – 04ROD Phase ($Thousands 2010)

	Total Allocated Cost	Allocated Contingency	TOTAL	Explanation
10 Track Structures and Track	$362,632	$108,790	$471,422	Track/structures work for 13 sidings plus extending second main track and rehabilitation of main track
20 Stations, Terminals & Intermodal	$31,076	$9,323	$40,399	For six intermediate stations, rehab and furnish, platforms and equipment, wheelchair lifts, 50-space parking facilities and automated ticket machines
30 Support Facilities, Yards, Shops, Admin Buildings				
40 Sitework, Right of Way, Land, Existing Improvements	$69,055	$20,717	$89,772	Land acquisition for stations, second main track and UPRR R/W. Sitework and drainage for sidings, second main track and rehabbed main track
50 Communications & Signaling	$103,422	$31,027	$134,449	PTC and grade crossing improvements/ installations
60 Electric Traction				
70 Vehicles	$180,000	$18,000	$198,000	Twelve locomotives and 30 cars
80 Professional Services	$134,314	$40,294	$174,608	Design, Project Management, Construction Management
90 Unallocated Contingency				
100 Finance Charges				
TOTAL CAPITAL COSTS			**$1,108,650**	

Table 3.3 – Chicago-St. Louis Capital Costs by Year – 04ROD Phase ($Thousands 2010)

	2010	2011	2012	2013	2014	TOTAL
10 Track Structures and Track	$94,290	$141,421	$141,425	$70,711	$23,575	**$471,422**
20 Stations, Terminals & Intermodal			$12,121	$20,200	$8,078	**$40,399**
30 Support Facilities, Yards, Shops, Admin Buildings						
40 Sitework, Right of Way, Land, Existing Improvements	$17,955	$26,930	$26,932	$13,465	$4,490	**$89,772**
50 Communications & Signaling	$26,890	$26,890	$33,612	$33,612	$13,445	**$134,449**
60 Electric Traction						
70 Vehicles		$9,900	$69,300	$108,900	$9,900	**$198,000**
80 Professional Services	$43,655	$52,381	$34,923	$34,923	$8,726	**$174,608**
90 Unallocated Contingency						
100 Finance Charges						
TOTAL PROGRAM COST	**$187,790**	**$257,522**	**$318,313**	**$281,811**	**$68,214**	**$1,108,650**

Table 3.4 – Chicago-St. Louis Capital Costs by Year – 04ROD Phase ($Thousands YOE)

	2010	2011	2012	2013	2014	TOTAL
10 Track Structures and Track	$94,290	$147,785	$154,440	$80,693	$28,114	**$505,321**
20 Stations, Terminals & Intermodal			$13,236	$23,052	$9,633	**$45,921**
30 Support Facilities, Yards, Shops, Admin Buildings						
40 Sitework, Right of Way, Land, Existing Improvements	$17,955	$28,142	$29,410	$15,366	$5,354	**$96,227**
50 Communications & Signaling	$26,890	$28,100	$36,705	$38,357	$16,033	**$146,085**
60 Electric Traction						
70 Vehicles		$10,346	$75,677	$124,273	$11,806	**$222,102**
80 Professional Services	$43,655	$54,738	$38,137	$39,853	$10,406	**$186,789**
90 Unallocated Contingency						
100 Finance Charges						
TOTAL PROGRAM COST	**$187,790**	**$269,110**	**$347,606**	**$321,593**	**$81,346**	**$1,202,446**

Double Track Phase

Total Year of Expenditure estimated capital cost for the Double Track Phase is $3,215,624,000.

Table 3.5 – Chicago-St. Louis Capital Costs by Category – Double Track Phase ($Thousands 2010)

	Total Allocated Cost	Allocated Contingency	TOTAL	Explanation
10 Track Structures and Track	$993,079	$297,924	$1,291,003	Flyover NS at Iles, Springfield rail line relocation/mitigation allowance, new 2nd mainline and rehab, CN rehab, TRRA improvements.
20 Stations, Terminals & Intermodal	$67,783	$20,335	$88,118	Joliet and E. St. Louis station work, wheelchair lifts, parking, ticket machines, security.
30 Support Facilities, Yards, Shops, Admin Buildings	$28,040	$8,412	$36,452	St. Louis Maintenance Facility
40 Sitework, Right of Way, Land, Existing Improvements	$524,766	$157,430	$682,196	Land acquisition plus UP ROW value, Sitework for 2nd main and CN work, road closures and grade separations
50 Communications & Signaling	$280,209	$84,063	$364,272	PTC and grade crossing protection improvements
60 Electric Traction	$	$	$	
70 Vehicles	$60,000	$6,000	$66,000	Four locomotives and 10 cars
80 Professional Services	$351,699	$105,510	$457,209	Environmental, Design, Project Management, Construction Management
90 Unallocated Contingency	$	$	$	
100 Finance Charges	$	$	$	
TOTAL CAPITAL COSTS			**$2,985,249**	

Table 3.6 – Chicago-St. Louis Capital Costs by Year – Double Track Phase ($Thousands 2010)

	2010	2011	2012	2013	2014	TOTAL
10 Track Structures and Track	$258,200	$387,300	387,300$	$193,650	$64,553	**$1,291,003**
20 Stations, Terminals & Intermodal			$26,435	$44,060	$17,623	**$88,118**
30 Support Facilities, Yards, Shops, Admin Buildings			$10,936	$18,226	$7,290	**$36,452**
40 Sitework, Right of Way, Land, Existing Improvements	$136,440	$204,657	$204,659	$102,330	$34,110	**$682,196**
50 Communications & Signaling	$72,854	$72,854	$91,068	$91,068	$36,427	**$364,271**
60 Electric Traction						
70 Vehicles		$3,300	$23,100	$36,300	$3,300	**$66,000**
80 Professional Services	$114,305	$137,163	$91,444	$91,440	$22,857	**$457,209**
90 Unallocated Contingency						
100 Finance Charges						
TOTAL PROGRAM COST	**$581,799**	**$805,274**	**$834,942**	**$577,074**	**$186,160**	**$2,985,249**

Table 3.7 – Chicago-St. Louis Capital Costs by Year – Double Track Phase ($Thousands YOE)

	2010	2011	2012	2013	2014	TOTAL
10 Track Structures and Track	$258,200	$404,729	$422,941	$220,987	$76,981	**$1,383,837**
20 Stations, Terminals & Intermodal			$28,868	$50,280	$21,016	**$100,163**
30 Support Facilities, Yards, Shops, Admin Buildings			$11,942	$20,799	$8,693	**$41,435**
40 Sitework, Right of Way, Land, Existing Improvements	$136,440	$213,867	$223,493	$116,776	$40,677	**$731,252**
50 Communications & Signaling	$72,854	$76,132	$99,449	$103,924	$43,440	**$395,799**
60 Electric Traction						
70 Vehicles		$3,449	$25,226	$41,424	$3,935	**$74,034**
80 Professional Services	$114,305	$143,335	$99,859	$104,348	$27,257	**$489,105**
90 Unallocated Contingency						
100 Finance Charges						
TOTAL PROGRAM COST	**$581,799**	**$841,511**	**$911,778**	**$658,537**	**$221,999**	**$3,215,624**

3.4. Future Expansion and Growth

As ridership grows in this corridor and if expected growth occurs in the intermodal service offered by the UPRR on this line is realized, the need to provide additional passing tracks or universal crossovers to accommodate the mixed speed trains without fostering delay. The analysis of locations for these types of facilities will need to be accomplished in the future as service demand patterns emerge.

Passenger demand will dictate the services offered. Possible patterns might necessitate trains originating from stations other than the end points, or the introduction of 'super express' trains without intermediate stops.

The trains use standard couplers so cars can be added to the trains to accommodate more passengers.

It is also probable that a move away from fossil-fueled trains will be dictated in the future. Policies should be adopted that provides for the necessary clearance over the corridor for eventual electrification. With this route also being developed for intermodal use, the height of double-stack container equipment also needs consideration in the catenaries' clearance.

Provision for expansion or improvement beyond the Double Track Phase is beyond the scope of this Service Development Plan.

3.5. Capital Replacement Cost Projections

The capital costs associated with this project will provide for infrastructure upgrades for the route between Chicago and St. Louis that will allow for 110 MPH high-speed intercity passenger rail service.

The station infrastructure costs required to develop the initial service will be a part of this current capital program. Individual communities, towns or cities may provide additional funding to provide for enhanced station facilities. Future capital replacement and/or upgrade costs will be negotiated with the individual communities in which the stations are located.

The rolling stock equipment required for the initiation of the high-speed intercity passenger rail service will be procured as part of this capital program. Major overhaul and equipment replacement will be accrued from operating revenues.

4. OPERATING AND FINANCIAL RESULTS

4.1. Ridership Forecasts

Operations of both 04ROD and Double Track Phases are forecast to begin passenger operations in August 2014. It is possible that the 04ROD Phase never operates separately from the final build-out phase. This schedule is being driven by the acquisition of rolling stock and the installation of Positive Train Control. Infrastructure construction, with the exception of the train control system, is expected to be complete and ready well in advance of the operations date.

Investigations made in 2000 in the Midwest revealed 98% of intercity trip were made by automobile. Of the remaining 2% of trips made by public mode; 67% were by air, 21% by bus and 12% by rail. Projections for the Chicago-St. Louis corridor in the year 2025 with implementation of the high-speed rail service show the automobile share reduced to 94.6%. The public mode share which has grown to 5.4% shows that rail would command 41% of that market, with bus and air at 8% and 51% respectively. Diversion to the public modes from automobile is the greatest change predicted, the diversion to rail is by far the greatest. In the corridor between 2000 and 2025, while the air mode is projected to double in the number of passengers, the rail mode is projected to grow 7-fold. While some of the diversion is from air, the automobile traveler appears the most likely to be won over to rail travel.

Therefore, Table 4.1 shows projected ridership, passenger miles and expected passenger revenue per mile assuming the completion of the 04ROD Phase only, and Table 4.2 provides ridership forecasts under the assumption of completing both the 04ROD and Double Track Phases.

Table 4.1 – Chicago-St. Louis Ridership Projections – 04ROD Phase Only

Year	Passengers (thousands)	Passenger*Miles (thousands)	Passenger Revenue per Passenger*Mile
2014	716	135,717	$0.2071
2015	763	144,674	$0.2071
2016	772	146,514	$0.2071
2017	782	148,378	$0.2071
2018	792	150,266	$0.2071
2019	802	152,172	$0.2071
2020	812	154,109	$0.2071
2021	823	156,070	$0.2071
2022	833	158,054	$0.2071
2023	844	160,063	$0.2071

Table 4.2 – Chicago-St. Louis Ridership Projections – 04ROD and Double Track Phases

Year	Passengers (thousands)	Passenger*Miles (thousands)	Passenger Revenue per Passenger*Mile
2014	1,210	229,460	$0.2297
2015	1,290	244,606	$0.2297
2016	1,306	247,714	$0.2297
2017	1,323	250,866	$0.2297
2018	1,339	254,053	$0.2297
2019	1,356	257,283	$0.2297
2020	1,374	260,533	$0.2458
2021	1,391	263,845	$0.2458
2022	1,409	267,201	$0.2458
2023	1,427	270,598	$0.2458

4.2. Projected Revenue

Primary revenue sources are ticket sales and fees from station concession licenses. Other sources are profits from on-board services (food and beverage), express package services, parking fees and profits from station development. Projected revenue for the Chicago – St. Louis Corridor are provided in Table 4.3 for the 04ROD Phase Only, and in Table 4.4 under the assumption of completion of both the 04ROD and the Double Track Phase. Both tables are expressed in 2002 dollars.

Table 4.3 – Chicago-St. Louis Projected Revenue – 04ROD Phase Only ($Thousands - 2002)

Year	Passenger Revenue	Air Connect	OBS	Express Parcels	Bus Feeder System	TOTAL
2014	$28,107	$27	$2,249	$0	$242	**$30,625**
2015	$29,962	$29	$2,397	$0	$258	**$32,646**
2016	$30,343	$29	$2,427	$0	$262	**$33,061**
2017	$30,729	$29	$2,458	$0	$265	**$33,481**
2018	$31,120	$30	$2,490	$0	$268	**$33,908**
2019	$31,515	$30	$2,521	$0	$272	**$34,338**
2020	$31,916	$31	$2,553	$0	$275	**$34,775**
2021	$32,322	$31	$2,586	$0	$279	**$35,218**
2022	$32,733	$31	$2,619	$0	$282	**$35,665**
2023	$33,149	$32	$2,652	$0	$286	**$36,119**

Table 4.4 – Chicago-St. Louis Projected Revenue – 04ROD and Double Track Phases ($Thousands - 2002)

Year	Passenger Revenue	Air Connect	OBS	Express Parcels	Bus Feeder System	TOTAL
2014	$52,707	$50	$2,249	$0	$291	**$55,297**
2015	$56,186	$54	$2,397	$0	$310	**$58,947**
2016	$56,900	$54	$2,427	$0	$314	**$59,695**
2017	$57,624	$55	$2,458	$0	$318	**$60,455**
2018	$58,356	$56	$2,490	$0	$322	**$61,224**
2019	$59,098	$57	$2,521	$0	$326	**$62,002**
2020	$64,039	$57	$2,553	$0	$330	**$66,979**
2021	$64,853	$58	$2,586	$0	$334	**$67,831**
2022	$65,678	$59	$2,619	$0	$339	**$68,695**
2023	$66,513	$59	$2,652	$0	$343	**$69,567**

In addition to full fares, a series of market-specific promotional and discount fares could be established to fill off-peak trains and encourage certain segments of the population, in particular students and senior citizens, to travel at off-peak times. A variety of travel cards and other promotional ticketing systems will also be developed to further promote widespread use of the service.

Additional revenue might be made available through concessions at station locations, depending upon the passenger volume. Food service, ranging from light snacks and beverages up to fine dining can be provided depending on station size, location and neighborhood characteristics. Other retail space may be made available. The types of businesses would be similar to those found at Chicago's Union Station or in airports.

Opportunities for Transit Oriented Development may exist at or near the passenger rail stations. Early evaluation during system development should be made to identify potential opportunities and actions taken to secure development rights.

4.3. Operating Costs

The annual operating expenses for the proposed Chicago - St. Louis service includes primarily the following types of operating costs:

- Labor costs for train operation and on-board services
- Labor costs for train servicing and maintenance
- Labor costs station attendants and ticketing
- Prorated general / administrative costs
- Fuel costs
- Material and contract costs for train servicing and maintenance
- Marketing and advertising costs
- Information and reservation services

The above operating cost also includes the estimated the annual operating contract cost to the Union Pacific Railroad for the provision of Chicago - St. Louis service on the UPRR right-of-way.

Under this arrangement, the UP would provide dispatching train control services for the train while on UP right-of-way (with Amtrak train personnel). The UP would also be responsible for performing all Chicago - St. Louis track, structural, signal system and wayside infrastructure maintenance associated with the route, with Amtrak contributing to such costs on a pro-rated basis.

Although this project will provide for basis station facilities at the station stops proposed for the service, municipalities of the station stops will be solicited to determine if there is interest in providing funding for upgrades and on-going maintenance and support for the station facilities. This could include general cleaning and maintenance, snow shoveling, grass cutting, etc.

Table 4.5 – Chicago-St. Louis Operating Costs – 04ROD Phase Only ($Thousands - 2002[1])

Year	Energy & Fuel	Equip Maint.	Crew	OBS	Admin	Sales	M/W	Stations	Ins.	Op Profit	Bus Feeder System	TOTAL
2014	$2,033	$8,647	$3,462	$3,306	$5,506	$3,603	$8,000	$4,227	$2,586	$2,142	$212	**$43,724**
2015	$2,033	$8,647	$3,462	$3,383	$5,576	$3,344	$8,000	$3,822	$2,780	$2,102	$212	**$43,361**
2016	$2,033	$8,647	$3,462	$3,399	$5,647	$3,163	$8,000	$3,894	$2,936	$2,114	$212	**$43,507**
2017	$2,033	$8,647	$3,462	$3,415	$5,719	$2,790	$8,000	$3,493	$3,235	$2,073	$212	**$43,079**
2018	$2,033	$8,647	$3,462	$3,431	$5,792	$2,692	$8,000	$3,126	$3,299	$2,040	$212	**$42,734**
2019	$2,033	$8,647	$3,462	$3,448	$5,865	$2,641	$8,000	$2,955	$3,359	$2,032	$212	**$42,654**
2020	$2,033	$8,647	$3,462	$3,464	$5,940	$2,688	$8,000	$2,941	$3,515	$2,058	$212	**$42,960**
2021	$2,033	$8,647	$3,462	$3,481	$6,015	$2,709	$8,000	$2,928	$3,561	$2,071	$212	**$43,119**
2022	$2,033	$8,647	$3,462	$3,498	$6,092	$2,733	$8,000	$2,929	$3,607	$2,086	$212	**$43,299**
2023	$2,033	$8,647	$3,462	$3,515	$6,169	$2,758	$8,000	$2,929	$3,653	$2,100	$212	**$43,478**

Table 4.6 – Chicago-St. Louis Operating Costs – 04ROD and Double Track Phases ($Thousands - 2002[2])

Year	Energy & Fuel	Equip Maint	Crew	OBS	Admin	Sales	M/W	Stations	Ins.	Op Profit	Bus Feeder System	TOTAL
2014	$3,252	$13,835	$5,540	$3,306	$9,108	$4,265	$22,000	$4,227	$2,586	$2,898	$212	**$71,229**
2015	$3,252	$13,835	$5,540	$3,383	$9,224	$4,050	$22,000	$3,822	$2,780	$2,867	$212	**$70,965**
2016	$3,252	$13,835	$5,540	$3,399	$9,341	$3,879	$22,000	$3,894	$2,936	$2,884	$212	**$71,172**
2017	$3,252	$13,835	$5,540	$3,415	$9,460	$3,515	$22,000	$3,493	$3,235	$2,849	$212	**$70,804**
2018	$3,252	$13,835	$5,540	$3,431	$9,580	$3,426	$22,000	$3,126	$3,299	$2,822	$212	**$70,523**
2019	$3,252	$13,835	$5,540	$3,448	$9,702	$3,384	$22,000	$2,955	$3,359	$2,819	$212	**$70,506**
2020	$3,252	$13,835	$5,540	$3,464	$9,825	$3,554	$22,000	$2,941	$3,515	$2,863	$212	**$71,001**
2021	$3,252	$13,835	$5,540	$3,481	$9,950	$3,585	$22,000	$2,928	$3,561	$2,882	$212	**$71,226**
2022	$3,252	$13,835	$5,540	$3,498	$10,077	$3,620	$22,000	$2,929	$3,607	$2,902	$212	**$71,472**
2023	$3,252	$13,835	$5,540	$3,515	$10,205	$3,656	$22,000	$2,929	$3,653	$2,923	$212	**$71,720**

[1] All costs in 2002 dollars except M/W in 2009 dollars.
[2] All costs in 2002 dollars except M/W in 2009 dollars.

Development of a detailed operating cost model is detailed in Section 7.12 of the MWRRS Project Notebook. The Project Notebook shows the unit costs applied (in $2002) and the assumed methodological basis for assigning each cost.

It should be noted that MWRRS costs were developed in conjunction with Amtrak, thus reflect a cost basis that has been accepted as reasonable and achievable in the U.S. Along with anticipated economies of scale, modern technology reduces operating costs when compared to existing Amtrak practice.

Table 4.7 – Chicago-St. Louis Operating Ratios – 04ROD Phase Only ($Thousands – 2002[3])

Year	Total Revenues	Total Costs	Operating Ratio
2014	$30,625	$43,724	0.70
2015	$32,646	$43,361	0.75
2016	$33,061	$43,507	0.76
2017	$33,481	$43,079	0.78
2018	$33,908	$42,734	0.79
2019	$34,338	$42,654	0.81
2020	$34,775	$42,960	0.81
2021	$35,218	$43,119	0.82
2022	$35,665	$43,299	0.82
2023	$36,119	$43,478	0.83

Table 4.8 – Chicago-St. Louis Operating Ratios – 04ROD and Double Track Phases ($Thousands 2002[4])

Year	Total Revenues	Total Costs	Operating Ratio
2014	$55,297	$71,229	0.78
2015	$58,947	$70,965	0.83
2016	$59,695	$71,172	0.84
2017	$60,455	$70,804	0.85
2018	$61,224	$70,523	0.87
2019	$62,002	$70,506	0.88
2020	$66,979	$71,001	0.94
2021	$67,831	$71,226	0.95
2022	$68,695	$71,472	0.96
2023	$69,567	$71,720	0.97

[3] See footnote for Table 4.5
[4] See footnote for Table 4.6

5. BENEFITS

5.1. User Benefits

Four feasible travel mode alternatives exist within this corridor. Automobile, intercity bus, rail and air travel are existing and available travel modes, with high-speed passenger rail the proposed to replace most of the conventional rail service.

High-Speed passenger rail travel is a less stressful mode of travel than any other alternative, offering more options for travelers in terms of amenities, convenience and direct travel to city centers. For those who do not or do not desire to drive, the new high-speed rail service will offer an option to intercity bus service or air travel. From Chicago, air service is only available to St. Louis, Springfield and Normal/Bloomington. Air service to the two intermediate cities is of limited frequency and tends to be costly.

Rail travel offers comfortable seating configurations, a wider choice of destinations, and the ability for business travelers to work and communicate while enroute. Although train travel takes longer than air, the sometimes lengthy trip to the airport can be avoided and a better use of the time can generally be made.

Non-business travelers including both individual travelers and families on vacation will also enjoy the service with the opportunity to socialize, read, use their laptops, visit the café car for a meal or snack, or to just relax and watch the scenery.

5.2. Non-user Benefits

Those that do not use the system (non-users) will also benefit from the implementation of the high-speed passenger rail service between Chicago and St. Louis. Some of these benefits would be economic in nature, others related to improvements to safety and/or quality of life and some related to positive environmental influences.

The implementation of intercity passenger rail service within the Chicago-St. Louis corridor will promote transit oriented development within the corridor. This is likely to be focused at or near the station locations. Because many of the stations are in downtown areas, there is an opportunity to increase pedestrian flow and traveler patronage of businesses in these areas. The resulting increased traffic for restaurants, snack shops, souvenir shops and other businesses near the station areas would foster economic growth.

The implementation of the new service is expected to result in a reduction of traffic on the highways within the corridor which will benefit those who use the roads and highways within the corridor. Replacing some portion of automobile traffic with more efficient passenger rail service will also enhance safety, benefit the environment and reduce the U.S. dependence on foreign oil.

To accommodate high-speed operations, improvements to grade crossing protection will increase safety to those using the highways. Typical improvement will include four-quadrant gates with speed and motion detection to optimize gate-down time.

Combined, these at-grade crossing improvements will enhance the safety of the entire corridor, providing safety and quality-of-life benefits to those that live in the area as well as those traveling through the area.

An additional benefit of the project is upgrade of freight trackage to maintain and improve freight services on the route.

5.3. Economic Development and Stabilization

The enhancement of the existing rail service connecting Chicago and St. Louis, along with the intermediate cities along the route establishes improved mobility options for the citizens of Illinois and Missouri.

During both the 04ROD and Double Track Phases, the rail system will be the source of well-paying jobs ranging from the highest skill levels to heavy labor and service categories.

The system will support economic development, especially at intermediate cities through convenience access to markets and services. Rail systems represent an investment in a fixed route that cannot be easily relocated. The commitment in improving the rail service on a particular route represents the commitment of policy makers to those located on the route and provides stability that encourages outside investment.

5.3.1. Job Creation/Preservation

04ROD Phase

The improvements in the 04ROD Phase for Dwight to St. Louis are expected to create significant near-term economic benefits in the corridor in addition to the State of Illinois and other regions of the United States. The Dwight to St. Louis corridor's economic benefits from the project would be driven by an increase in construction spending in the region. These project expenditures would generate a short term increase in demand for construction-related labor and material as well as engineering and technical services in the corridor. In addition, as part of the project, it is anticipated that rolling stock will be procured. While it is not yet known where the rolling stock will be manufactured, the project would generate additional economic benefits in that region as well.

To quantify the near-term economic benefits of this project an analysis was conducted utilizing Bureau of Economic Analysis (BEA) Regional Input-Output Modeling System (RIMS II) multipliers. RIMS II multipliers classify each capital cost category according to industrial sectors, using North American Industry Classification System (NAICS) industry codes, and can vary widely depending on the geographic region being analyzed. This particular analysis utilizes RIMS II data for the State of Illinois and McLean County.[5] The multipliers were used to determine the quantity and industry composition of benefits generated by the project resulting in estimations of short-term job creation, earnings, and economic output as a result of the project. The multipliers estimate two types of impacts:

- **Direct Impacts**: Direct impacts represent new spending, hiring, and production by civil engineering construction companies to accommodate the demand for resources in order to complete the project.
- **Indirect/Induced Impacts:** Indirect impacts result from the quantity of inter-industry purchases necessary to support the increase in production from the construction industry experiencing new demand for its goods and services. All industries that produce goods and services consumed by the construction industry will also increase production and help preserve or create new jobs to

[5] The McLean County demographics were assumed to be representative of the Dwight to St. Louis corridor region. As such, only McLean County and the State of Illinois RIMS II multipliers were utilized. RIMS II industry codes *7 (Construction)*, *47 (Professional, Scientific, and Technical Services)*, and *16 (Other Transportation Equipment Manufacturing)* were utilized in this analysis.

meet the additional demand. The level of inter-industry trade within the area will determine the size of the indirect impact. Induced impacts stem from the re-spending of wages earned by workers benefitting from the direct and indirect activity within area. For example, if an increase in demand leads to new employment and earnings in a set of industries, workers in these industries will spend some proportion of their increased earnings at local retail shops, restaurants, and other places of commerce, further stimulating economic activity.

In addition to measuring the effects of the project on the Dwight to St. Louis corridor economy, the economic impacts of the project that will be realized in other areas were also quantified. These impacts, referred to as "spillover" benefits, reflect the inter-county trade that occurs with supply industries.

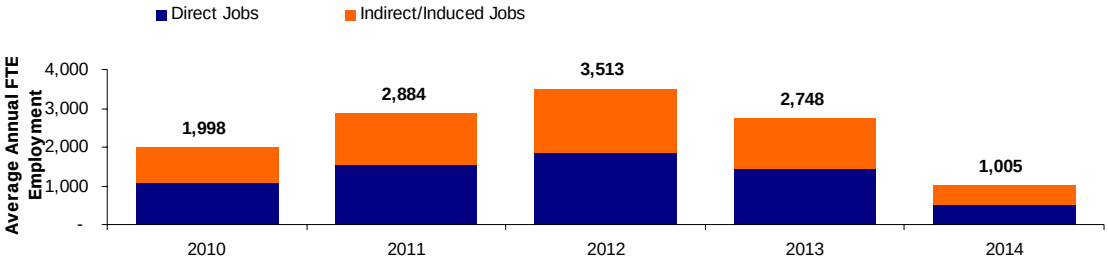
The results of the short term economic impacts are shown below in Exhibit 1:

Exhibit 1: Summary of near-term economic impacts resulting from the project.

Direct Impacts	
Employment (Average Annual FTE Employment)	1,335
Earnings (2009 $)	$365,111,000
Output (2009 $)	$848,417,000
Indirect/Induced Impacts	
Employment (Average Annual FTE Employment)	1,169
Earnings (2009 $)	$222,697,000
Output (2009 $)	$1,130,023,000
Total Impacts	
Employment (Average Annual FTE Employment)	2,505
Earnings (2009 $)	$587,808,000
Output (2009 $)	$1,978,439,000

Beginnings in 2010, the Dwight to St. Louis 04ROD Phase projects are expected to generate significant economic benefits for the Dwight to St. Louis corridor area and the region in which the project's rolling stock will be manufactured. An estimated average of 2,505 jobs will be created annually by the project, including an average of 1,335 direct jobs per year. Exhibit 2 shows the profile of average full-time equivalent (FTE) employment generated annually by the project's expenditures. At the peak of spending, in the first quarter of 2012, approximately 3,513 FTE persons are employed as a result of the project, including 1,870 direct jobs.

Exhibit 2: Average Annual Employment per Year during Construction



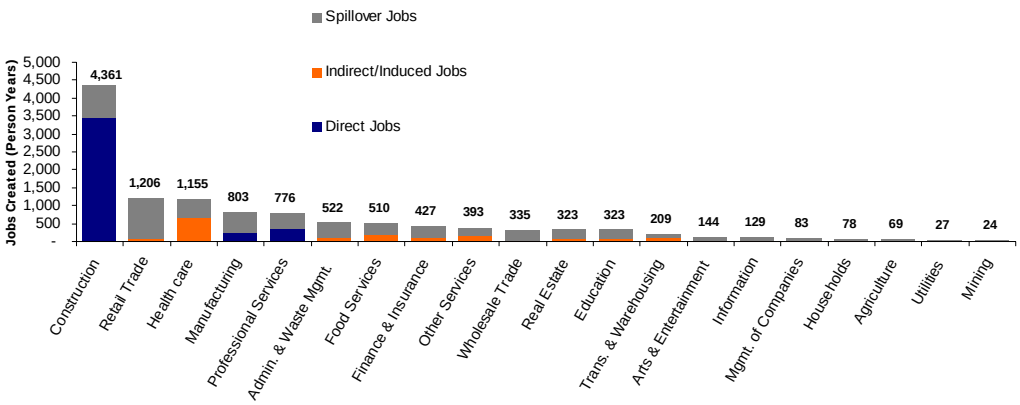
In total, the project is projected to create 11,896 person years of employment, including 6,343 direct job person years. Exhibit 3, below, shows the number of persons employed on the project per quarter.

Exhibit 3: Direct (On-Project) Jobs by Quarter

2010				2011				2012	
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
1,081	1,081	1,081	1,081	1,557	1,557	1,557	1,557	1,870	1,870
2012		2013				2014			
Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
1,870	1,870	1,431	1,431	1,431	1,431	539	539	539	

Exhibit 4 shows the breakdown of jobs created by industry and type of impact. As expected, the civil engineering construction (4,361 person years) industry is estimated to receive the largest increase in jobs from the project, almost all of which are direct jobs created. The industries that will see a significant number of jobs created include retail trade (1,206 person years), health care (1,155 person years), manufacturing (803 person years), professional services (776 person years), administration and waste management (522 person years), food services (510 person years), and finance and insurance (427 person years).

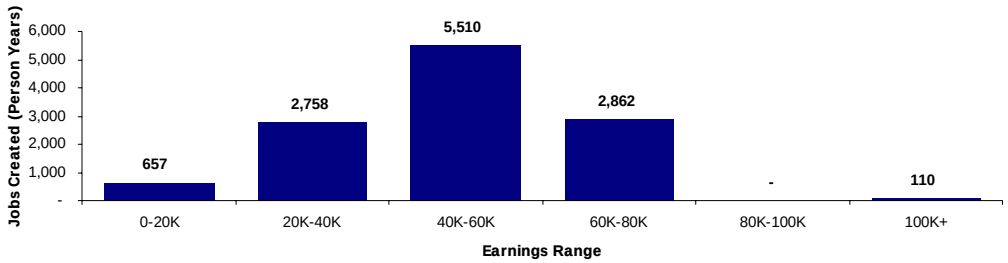
Exhibit 4: Breakdown of Job Creation by Industry and Type of Impact



It is also important to consider the quality of the jobs that would be created by the project, which can be most easily measured by the number of jobs created at various

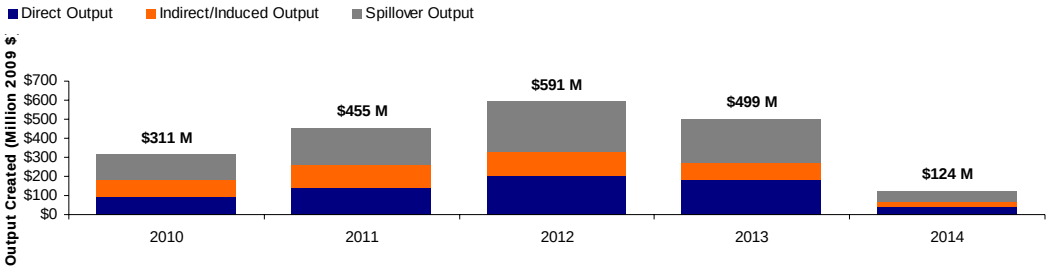
levels of compensation. Exhibit 5 shows that the majority of jobs generated by the project would receive compensation above $40,000/year, which is above the average US per capita income. This indicates that the project will help to stimulate the regional economy.

Exhibit 5: Breakdown of Job Creation by Earnings Range



The amount of short-term economic activity generated by the project is shown in Exhibit 6. In total, the project would generate $2.0 billion in real economic output (measured in 2009 dollars), with over $311 million dollars of economic output generated in 2010. Consistent with job creation, the majority of economic activity would be generated in 2012.

Exhibit 6: Breakdown of Statewide Economic Output Generated by Contract



Operations and Maintenance Job Creation

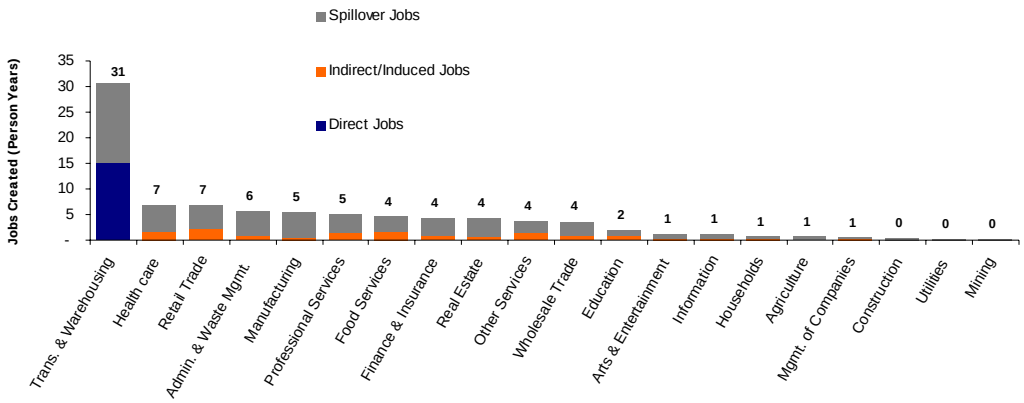
It is estimated that the additional annual operations and maintenance spending created by the Dwight to St. Louis Passenger Rail Corridor project is approximately $10.1 million (2009 $). It has been assumed that full service on the line will be provided after the first year of operations, as such, the budget will remain the same after the first, fifth and tenth years of operation in real dollars. To quantify the annual economic impacts of operations and maintenance spending on the Dwight to St. Louis corridor, Bureau of Economic Analysis (BEA) Regional Input-Output Modeling System (RIMS II) multipliers for McLean County and the State of Illinois were utilized. For this analysis, RIMS II industry code *30. Rail Transportation* was used. The results of the analysis are shown below in Exhibit 7.

Exhibit 7: Summary of annual economic impacts resulting from the project's operations and maintenance.

Direct Impacts	
Employment (Person Years)	31
Earnings (2009 $)	$2,370,000
Output (2009 $)	$9,184,000
Indirect/Induced Impacts	
Employment (Person Years)	57
Earnings (2009 $)	$2,679,000
Output (2009 $)	$12,066,000
Total Impacts	
Employment (Person Years)	88
Earnings (2009 $)	$5,048,000
Output (2009 $)	$21,249,000

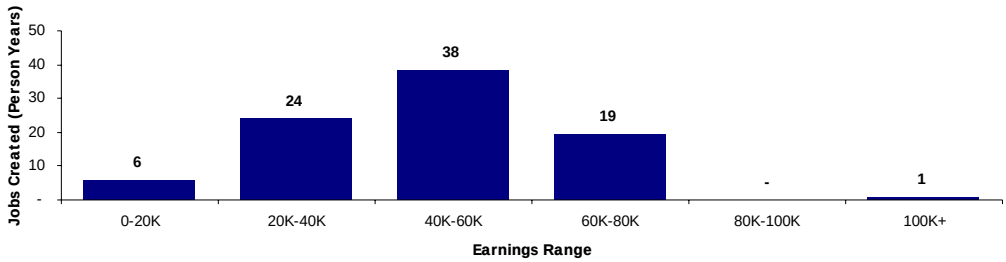
Exhibit 8 shows the breakdown of jobs created by industry and type of impact. As expected, the transportation and warehousing (31 person years) industry is estimated to receive the largest increase in jobs from the project, almost all of which are direct jobs created. The industries that will see a significant number of jobs created include health care (7 person years), retail trade (7 person years), administration and waste management (6 person years), manufacturing (5 person years), professional services (5 person years), food services (4 person years), finance and insurance (4 person years), and real estate (4 person years).

Exhibit 8: Breakdown of Job Creation by Industry and Type of Impact



It is also important to consider the quality of the jobs that would be created by the operations and maintenance spending on the Dwight to St. Louis corridor, which can be most easily measured by the number of jobs created at various levels of compensation. Exhibit 9 shows that the majority of jobs generated by the project would receive compensation above $40,000/year, which is above the average US per capita income. This indicates that the project will help to stimulate the regional economy.

Exhibit 9: Breakdown of Job Creation by Earnings Range



Double Track Phase

The improvements during the Double Track Phase are expected to create significant near-term economic benefits in the Chicago to St. Louis corridor in addition to the State of Illinois and other regions of the United States. The Chicago to St. Louis corridor's economic benefits from the project would be driven by an increase in construction spending in the region. These project expenditures would generate a short term increase in demand for construction-related labor and material as well as engineering and technical services in the corridor. In addition, as part of the project, it is anticipated that rolling stock will be procured. While it is not yet known where the rolling stock will be manufactured, the project would generate additional economic benefits in that region as well.

To quantify the near-term economic benefits of this project an analysis was conducted utilizing Bureau of Economic Analysis (BEA) Regional Input-Output Modeling System (RIMS II) multipliers. RIMS II multipliers classify each capital cost category according to industrial sectors, using North American Industry Classification System (NAICS) industry codes, and can vary widely depending on the geographic region being analyzed. This particular analysis utilizes RIMS II data for the State of Illinois and McLean County.[6] The multipliers were used to determine the quantity and industry composition of benefits generated by the project resulting in estimations of short-term job creation, earnings, and economic output as a result of the project. The multipliers estimate two types of impacts:

- **Direct Impacts**: Direct impacts represent new spending, hiring, and production by civil engineering construction companies to accommodate the demand for resources in order to complete the project.
- **Indirect/Induced Impacts:** Indirect impacts result from the quantity of inter-industry purchases necessary to support the increase in production from the construction industry experiencing new demand for its goods and services. All industries that produce goods and services consumed by the construction industry will also increase production and help preserve or create new jobs to meet the additional demand. The level of inter-industry trade within the area will determine the size of the indirect impact. Induced impacts stem from the re-

[6] The McLean County demographics were assumed to be representative of the Chicago to St. Louis corridor region. As such, only McLean County and the State of Illinois RIMS II multipliers were utilized. RIMS II industry codes *7 (Construction)*, *47 (Professional, Scientific, and Technical Services)*, and *16 (Other Transportation Equipment Manufacturing)* were utilized in this analysis.

spending of wages earned by workers benefitting from the direct and indirect activity within area. For example, if an increase in demand leads to new employment and earnings in a set of industries, workers in these industries will spend some proportion of their increased earnings at local retail shops, restaurants, and other places of commerce, further stimulating economic activity.

In addition to measuring the effects of the project on the Chicago to St. Louis corridor economy, the economic impacts of the project that will be realized in other areas were also quantified. These impacts, referred to as "spillover" benefits, reflect the inter-county trade that occurs with supply industries.

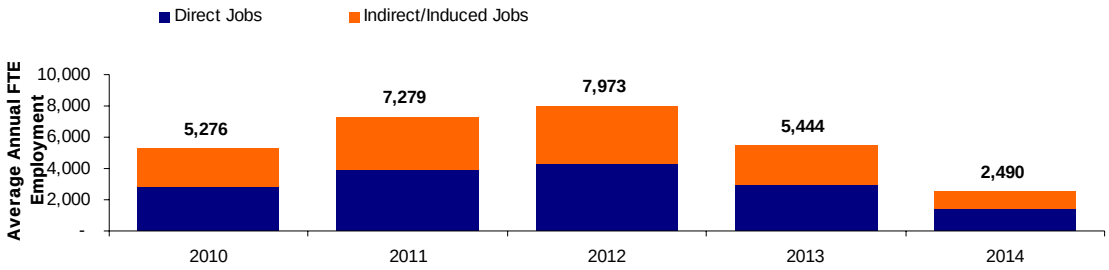
The results of the short term economic impacts are shown below in Exhibit 10:

Exhibit 10: Summary of near-term economic impacts resulting from the project.

Direct Impacts	
Employment (Average Annual FTE Employment)	3,174
Earnings (2009 $)	$841,660,000
Output (2009 $)	$1,795,421,000
Indirect/Induced Impacts	
Employment (Average Annual FTE Employment)	2,687
Earnings (2009 $)	$506,048,000
Output (2009 $)	$2,569,559,000
Total Impacts	
Employment (Average Annual FTE Employment)	5,861
Earnings (2009 $)	$1,347,708,000
Output (2009 $)	$4,364,980,000

Beginning in 2010, the Chicago to St. Louis Double-Track Improvements project is expected to generate significant economic benefits for the Chicago to St. Louis corridor area and the region in which the project's rolling stock will be manufactured. An estimated average of 5,861 jobs will be created annually by the project, including an average of 3,174 direct jobs per year. Exhibit 11 shows the profile of average full-time equivalent (FTE) employment generated annually by the project's expenditures. At the peak of spending, in the first quarter of 2012, approximately 7,973 FTE persons are employed as a result of the project, including 4,322 direct jobs.

Exhibit 11: Average Annual Employment per Year during Construction



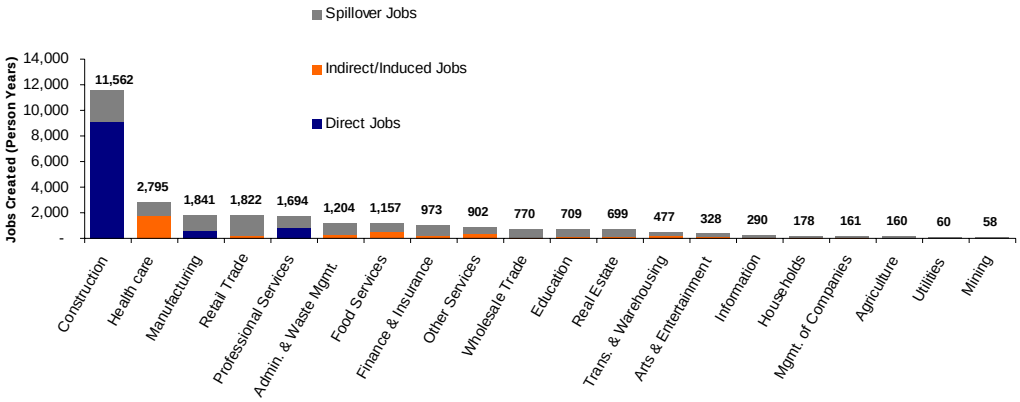
In total, the project is projected to create 27,839 person years of employment, including 15,077 direct job person years. Exhibit 12, below, shows the number of persons employed on the project per quarter.

Exhibit 12: Direct (On-Project) Jobs by Quarter

2010				2011				2012	
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
2,860	2,860	2,860	2,860	3,947	3,947	3,947	3,947	4,322	4,322
2012		2013				2014			
Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
4,322	4,322	2,935	2,935	2,935	2,935	1,351	1,351	1,351	

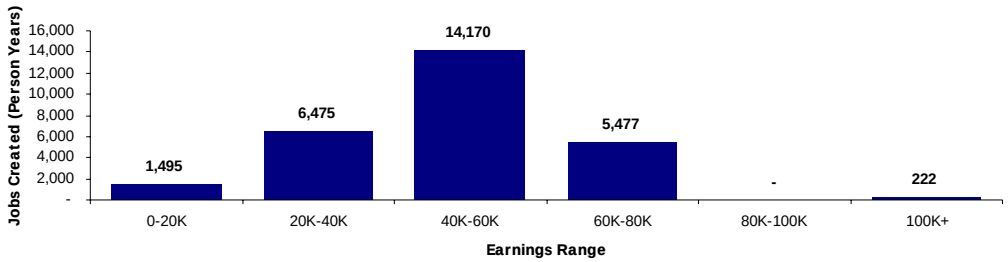
Exhibit 13 shows the breakdown of jobs created by industry and type of impact. As expected, the civil engineering construction (11,562 person years) industry is estimated to receive the largest increase in jobs from the project, almost all of which are direct jobs created. The industries that will see a significant number of jobs created include health care (2,795 person years), manufacturing (1,841 person years), retail trade (1,822 person years), professional services (1,694 person years), administration and waste management (1,204 person years), food services (1,157 person years), finance and insurance (973 person years), and other services (902 person years).

Exhibit 13: Breakdown of Job Creation by Industry and Type of Impact



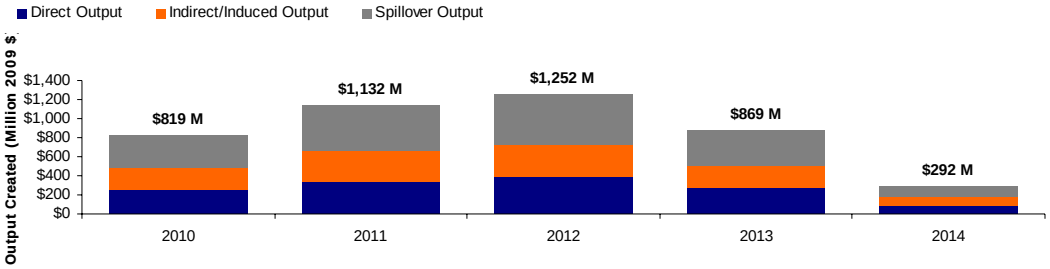
It is also important to consider the quality of the jobs that would be created by the project, which can be most easily measured by the number of jobs created at various levels of compensation. Exhibit 14 shows that the majority of jobs generated by the project would receive compensation above $40,000/year, which is above the average US per capita income. This indicates that the project will help to stimulate the regional economy.

Exhibit 14: Breakdown of Job Creation by Earnings Range



The amount of short-term economic activity generated by the project is shown in Exhibit 15. In total, the project would generate $4.3 billion in real economic output (measured in 2009 dollars), with over $819 million dollars of economic output generated in 2010. Consistent with job creation, the majority of economic activity would be generated in 2012.

Exhibit 15: Breakdown of Statewide Economic Output Generated by Contract



Operations and Maintenance Job Creation

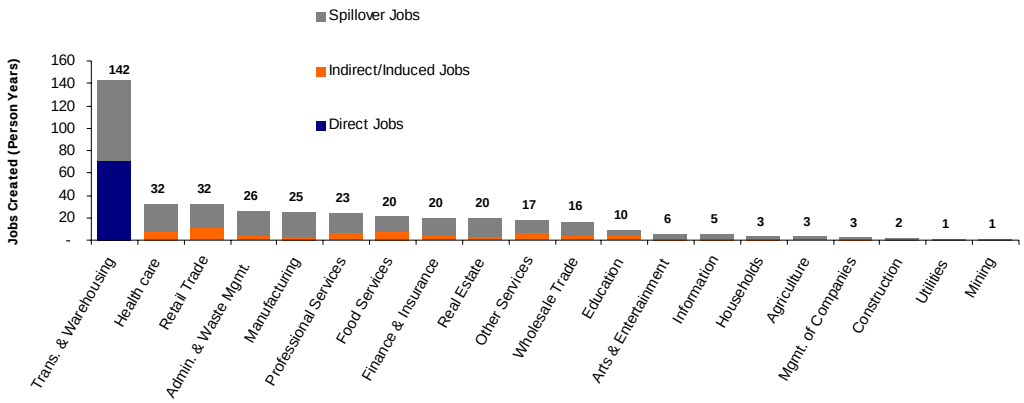
It is estimated that the additional annual operations and maintenance spending created by the Chicago to St. Louis Passenger Rail Corridor project is approximately $46.7 million (2009 $). It has been assumed that full service on the line will be provided after the first year of operations, as such, the budget will remain the same after the first, fifth and tenth years of operation in real dollars. To quantify the annual economic impacts of operations and maintenance spending on the Chicago to St. Louis corridor, Bureau of Economic Analysis (BEA) Regional Input-Output Modeling System (RIMS II) multipliers for McLean County and the State of Illinois were utilized. For this analysis, RIMS II industry code *30. Rail Transportation* was used. The results of the analysis are shown below in Exhibit 16.

Exhibit 16: Summary of annual economic impacts resulting from the project's operations and maintenance.

Direct Impacts	
Employment (Person Years)	142
Earnings (2009 $)	$10,956,000
Output (2009 $)	$42,461,000
Indirect/Induced Impacts	
Employment (Person Years)	265
Earnings (2009 $)	$12,385,000
Output (2009 $)	$55,785,000
Total Impacts	
Employment (Person Years)	407
Earnings (2009 $)	$23,342,000
Output (2009 $)	$98,247,000

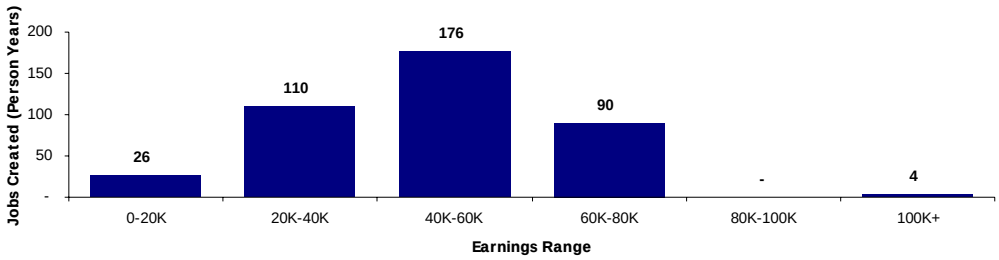
Exhibit 17 shows the breakdown of jobs created by industry and type of impact. As expected, the transportation and warehousing (142 person years) industry is estimated to receive the largest increase in jobs from the project, almost all of which are direct jobs created. The industries that will see a significant number of jobs created include health care (32 person years), retail trade (32 person years), administration and waste management (26 person years), manufacturing (25 person years), professional services (23 person years), food services (20 person years), finance and insurance (20 person years), and real estate (20 person years).

Exhibit 17: Breakdown of Job Creation by Industry and Type of Impact



It is also important to consider the quality of the jobs that would be created by the operations and maintenance spending on the Chicago to St. Louis corridor, which can be most easily measured by the number of jobs created at various levels of compensation. Exhibit 18 shows that the majority of jobs generated by the project would receive compensation above $40,000/year, which is above the average US per capita income. This indicates that the project will help to stimulate the regional economy.

Exhibit 18: Breakdown of Job Creation by Earnings Range



5.4. Air Quality/Energy Impacts

The low rolling resistance of steel wheel on steel rail systems provide for low energy use transportation. Coupled with emission regulation of railroad locomotives, rail transportation will produce air pollutant and greenhouse gas emissions lower than the transportation alternatives. A reduction in automobile vehicle miles of travel (VMT) of 69,209,000 per year was estimated based on the ridership forecasts for the project. Figure 5.8 presents the annual reduction in air pollutant emissions resulting from the reduction of automobile VMT.

Figure 5.8 – Annual Reduction in Air Pollutant Emissions Resulting from Auto VMT Reduction

Pollutant	Tons/Yr.
CO_2	28,074.51
VOC	30.74
NO_X	27.08
CO	1,151.97
SO_2	0.46
PM 10	1.89
PM 2.5	0.86

Reduced automobile use for intercity trips will also improve energy consumption. The proposed project is expected to reduce automobile VMT and reduce congestion, resulting in a decrease in automobile fuel usage. Based on the ridership forecasts for the project, a VMT reduction of 69,209,000 per year was estimated. The annual reduction in fuel associated with this VMT reduction is estimated to be 2,872,000 gallons per year.

6. PROGRAM IMPLEMENTATION PLAN

6.1. Schedules

The program schedule for the Chicago-St. Louis Corridor High-Speed Rail Service is being submitted as a Supporting Document with this Track 2 Application. In summary, the program schedule provides for the following general schedule of milestone events provided in Table 6.1:

Table 6.1 – Chicago-St. Louis Corridor High-Speed Rail Service Implementation Schedule

Milestone Event	Estimated Date
Approval of Funding	Qtr 1 - 2010
Complete Final Engineering Design – All Phases	Qtr 3 - 2011
Railroad Infrastructure Construction Start – Ph 04ROD	Qtr 1 - 2011
Rolling Stock Procurement Contract Award	Qtr 3 – 2010
Railroad Construction Completion – All Phases	Qtr 1 - 2014
Acceptance of New Rolling Stock/Ready to Operate	Qtr 3 - 2014

6.2. Project Management Approach

The Illinois Department of Transportation's (IDOT) Bureau of Railroads will be responsible for the overall project management for the development and implementation of the Chicago-St. Louis service. Key stakeholders that will be deeply involved throughout the project development and implementation will include the FRA, the Illinois Commerce Commission (ICC), the operator of the service (Amtrak), the host railroads -- Union Pacific Railroad (UP) and Canadian National Railway (CN), KCS, and TRRA and key representatives for the communities and cities along the corridor.

A Project Management Consultant (PMC) is proposed to be retained by IDOT to assist IDOT with the development, design, public involvement and implementation of the new service. Once the service has been implemented, the primary responsibility for on-going operations will be by Amtrak/Contract Service Providers.

These and additional details relative to the proposed Project Management Approach for the Chicago-St. Louis high-speed rail service are provided in the Illinois High Speed Rail Program Management Plan, which is being submitted as a Supporting Document with the Track 2 Application.

6.3. Financial Plan

The purpose of the Financial Plan is to document the recent and forecasted financial condition of IDOT (and other partners) that will provide capital or operating funding for project development and/or implementation.

6.3.1. IDOT Financial Overview

IDOT is funded through a combination of federal and state resources. IDOT's ability to access those resources is provided by appropriations passed by the General Assembly and signed by the Governor.

Table 6.2 – IDOT State Budget Appropriations presents the Illinois State Budget appropriations for IDOT.

Table 6.2 – IDOT State Budget Appropriations

Fund Category	Appropriations ($ Thousands)		
	FY 2007 Actual	FY 2008 Actual	FY 2009 Recommended
General Funds	$120,730.2	$134,875.6	$69,817.2
Other State Funds	$2,056,504.5	$2,089,851.5	$2,259,552.1
Federal Funds	$6,404.6	$5,777.1	$3,671.6
TOTAL	**$2,183,639,3**	**$2,230,504.2**	**$2,333,040,9**
	Actual	**Estimated**	**Recommended**
Headcount (FTE)	5,376	5401	5426

It is important to note that an appropriation does not provide funds to spend; it simply represents an upper limit on IDOT's authority to spend the money contained in the various accounts identified. Because overall needs typically outstrip revenue resources the amount of appropriation requested by IDOT starts with an analysis of the amount of money that will become available from state and federal sources within the fiscal year.

Federal transportation funds are authorized and appropriated by Congress and allocated to Illinois by the USDOT. The federal funds that are available to IDOT are supplied through the following sources:

- Federal Highway Trust Fund – Highway Account
- Federal Highway Trust Fund – Transit Account
- Federal Airport and Airway Trust Fund
- Federal Rail Freight Loan Repayment Fund
- Federal General Fund

State funds that are appropriated to IDOT by the General Assembly for highways and bridges come from the Road Fund, State Construction Fund, and Series A Bond Fund. State funds that are appropriated to IDOT by the General Assembly for transit, airports and rail come from the General Revenue Fund (GRF), Series B Bond Fund, Public Transportation Fund, Downstate Public Transportation Fund, Metro East Public Transportation Fund, Federal Mass Transit Fund, Federal Airport Fund, Federal Rail Freight Fund, State Rail Freight Fund and High Speed Rail Fund. Revenue for the General Revenue Fund is derived from all of the tax and fee sources that feed into that fund. The various public transportation funds are funded through GRF transfers. The federal funds are funded from federal sources.

A summary of all IDOT funding sources is shown in

Table 6.3.

Table 6.3 – IDOT Funding Sources by Major Transportation Mode

Major Transportation Type	Funding Source	Type of Fund	Amount/Comments
Highways	Federal	Highway Trust Fund – Highway Account	18.4 cents per gallon of gasoline; 24.3 cents per gallon diesel tax; 12.9 cents per gallon tax on gasohol; and other user fees (excise taxes on tires and auto parts, state portion determined by formula)
	State	Motor Fuel Tax	19 cents per gallon; 2.5 cents per gallon differential for diesel fuel
		State Vehicle Registration Fees	$78 - automobiles, pickup trucks; $138-$2,790 – heavy trucks (based on weight); $65 – titles*
Transit	Federal	Highway Trust Fund – Transit Account	A portion of the revenue is used for capital projects
		General Fund	Capital and operating assistance
	State	General Revenue Fund and Series B Bond Fund	Includes reduced fare reimbursement, state operating assistance for some transit agencies, and some capital assistance for projects that do not qualify for bond funding
Aeronautics	Federal	Federal Airport and Airway Trust Fund	Aviation user fees
	State	General Revenue Fund and Series B Bonds	
Rail	Federal	Highway Trust Fund	
		Rail Freight Loan Repayment Fund	Federal loans that are repaid to the state and placed into an interest-bearing account
	State	General Revenue Fund and Series B Bonds	Amtrak service
		State Rail Freight Loan Repayment Fund	State loans that are repaid to the state and placed into an interest-bearing account

Source: Illinois Department of Transportation – Fiscal Year 2001 Annual Report
** The Secretary of State fees will be modified based on the passage of the "Illinois Jobs Now!" Bill.*

The transportation network in Illinois is a collection of modal systems: highways, transit, airports, and railroads. The challenge for IDOT and all the Illinois transportation providers and implementers is to integrate these systems into a seamless network that effectively and efficiently moves people and goods.

The state highway system consists of more than 16,000 miles and includes 2,050 miles of interstate roads (which includes 282 miles of tollway). This is part of the 138,000-mile network of state, county, municipal, township, and toll roads that is the third largest system in the nation. IDOT also provides technical assistance and administers state and federal funding to 52 public transit systems throughout the state to serve an average of 600 million passengers a year. Among these is the Regional Transportation Authority

in Chicago, which oversees the second largest public transportation system in the nation. In addition, Illinois' airport system is the second largest in the nation and includes 138 airports, 280 heliports, and nine balloon ports. Among the airports for general public service is O'Hare International in Chicago, which is the second busiest airport in the United States and serves more than 76 million passengers annually.[7]

Rail services, both freight and passenger, are funded primarily by user fees. In support of intercity rail passenger services, the General Assembly provides funds from the general revenue fund for operating subsidies and capital improvements.

In 2009, the State passed the Illinois Jobs Now Capital bill which included $400 million for High speed Rail, $150 million for Amtrak and $300 million for the CREATE project. These Series B Bond funds will be used to match successful ARRA applications and also future federal authorizations for both High Speed/Passenger and Rail Freight programs.

Passenger rail service in Illinois is strongly supported. In 2005, ridership increased by 11 percent on all routes supported by the state. Recognizing the increased demand for the service, Illinois increased state funding from $12 million in FY 2006 to $24 million in FY 2007. This additional funding allowed Illinois to triple the number of state-supported trains on the Chicago-St. Louis route (now with three Lincoln Service trains), and double the state-supported trains from one to two for service on the Chicago-Carbondale (Illini and Saluki) and Chicago–Quincy (Illinois Zephyr and Carl Sandburg) routes. expanded daily service between Chicago and the downstate communities of Springfield, Quincy and Carbondale. In addition, this increase in funding has allowed the state to increase the share of support it provides to the Chicago-Milwaukee “Hiawatha Service,” which provides seven daily trains and is also supported by the Wisconsin Department of Transportation.

Ridership on trains in the Chicago-St. Louis Corridor was up 55.8% for FY2006 to FY2007 and up 16.5% from FY 2007 to FY2008. For the Chicago-Carbondale route, ridership was up 41.4% from FY2006 to FY2007 and up 18.5% from FY2007 to FY2008. Ridership on the Chicago-Quincy route was up 41.4% from FY2006 to FY2007 and up 19.8% from FY2007 to FY2008. For the Chicago-Milwaukee service, ridership grew 2.6% from FY2006 to FY2007 and 25.9% from FY2007 to FY2008.

The freight program provides grants and low interest financing to capital rail projects that benefit economic development in Illinois. Projects are evaluated based on a benefit/cost ratio.

Another element of IDOT’s efforts to support freight and passenger rail service is the Chicago Region Environmental and Transportation Efficiency (CREATE) program. CREATE is a partnership between the state of Illinois, the city of Chicago, and six major national freight rail carriers (BNSF Railway, Canadian Pacific Railway, CN, CSX Transportation, Norfolk Southern Corporation, and Union Pacific Railroad). The proposed CREATE program will invest an estimated $1.5 billion in capital projects to improve transportation efficiency in the region.

On July 13, 2009, a $31 billion State capital bill, “Illinois Jobs Now!” was signed into law. This bill includes $400 million for high-speed rail, $150 million for conventional intercity passenger rail, and $322 million for the CREATE program. Funding for the Illinois Jobs Now! will be provided by issuing 20-year bonds financed by various fee increases for

[7] Airports Council International

Secretary of State Services (certificate of title fees, transfer of registration fees, passenger and truck B registration fees, driver's license fees, and fines for overweight trucks), tax revenue enhancements (sales tax on candy, sales tax on sweetened tea, coffee, grooming and hygiene products, and volume tax on wine, spirits, and certain beer products), and video gaming terminals.

6.3.2. Amtrak Service

Amtrak, the National Railroad Passenger Corporation, provides intercity rail passenger service to the general public in the United States. Amtrak was incorporated in 1971 and is authorized to operate a system of passenger rail transportation pursuant to the federal Rail Passenger Service Act of 1970. Amtrak receives annual appropriations from the federal government to operate the passenger rail system and maintain the underlying infrastructure. Amtrak has seen record ridership, with numbers rising to 28.7 million in fiscal year 2008 accompanied by record ticket revenues of $2.45 billion.

If ARRA funds are awarded for the Chicago to St. Louis corridor, Illinois will amend its operating agreement in place at that time with Amtrak to provide operational support for the upgraded service between Chicago and St. Louis. Illinois funds the Intercity Passenger Rail program with State General Revenue Funds.

A section of the act creating Amtrak allowed states to contract with the carrier for additional service beyond what was provided in the "basic" system. Illinois was first to take advantage of this provision in 1971 with the Illinois Zephyr service to Quincy. It has continued its support of intercity rail service, adding trains in a number of other corridors over the years, leading Midwestern states in amount of service. Administered by IDOT's Division of Public and Intermodal Transportation, Bureau of Railroads, the program is now second only to California's state-supported passenger rail network.

At the end of October 2006, the State of Illinois increased funding for eight additional trips to the existing state-supported services. The scheduling of the new trains is of particular significance on both the Carbondale and the Quincy corridors. By providing a morning southbound and an evening northbound departure on each route, the state-supported program now allows a one-day trip in either direction. Previously, it was not possible to use the train for a day trip to Carbondale or to Quincy (or to intermediate downstate destinations). With a morning departure at either end of a corridor, the attractiveness of train travel for quick trips is greatly enhanced. The four new trains on the Chicago-St. Louis corridor also increase travel options, providing more frequent departures and greater convenience from both terminals at the start and end of the operating day. The additional departures give travelers an extended day in either Chicago or St. Louis or intermediate destinations. The morning express train from Chicago makes business travel to downstate a viable option. Introduction of high-speed operations to this corridor will further enhance the marketability and convenience.

In FY2008, Amtrak expended nearly $160 million for goods and services in Illinois. Amtrak employed 1,442 Illinois residents, with total wages of $87 million in FY2008.

6.3.3. Current Capital Cost Estimate

Preliminary estimates of Project costs are $4,418,070,000 (both Phases) in Year of Expenditure (YOE) dollars. The YOE dollars for the project are shown in the Supporting Documents work sheets and are reiterated in this document.

These costs will be refined throughout the design phase as project details become available. Costs will also be updated during the construction phase as projected costs

turn into actual expenditures, and cost escalation (inflation) factors for out-year expenditures become more reliable.

These costs are based on very early engineering estimates, and will change as the project moves through preliminary and final design and construction, and more information becomes available on unit costs and site conditions. These cost estimates were reviewed by IDOT and the UP for validity of the base estimates and assumptions.

6.3.4. Capital Cost Inflation Effects

The Chicago-St. Louis Project will be designed and constructed over several years, as described in Section 6.1. The breakout of construction costs is provided in the HSIPR Program Application Supporting Forms, specifically the Annual Capital Cost Budget form.

Due to inflation, changes in commodity prices, and other factors, the YOE dollar estimate may change during project implementation. An inflation rate of 4.5% per year was assumed for preparing the YOE estimate and is included in the application's General Information Form.

6.3.5. Current Operating Cost Estimate

The first year operating and maintenance cost estimate is projected to be $71,229,000 (both Phases). This topic is further discussed in Section 4.3 – Operating Costs.

6.3.6. Current Revenue Estimates

Ticket revenue for the first year of operation for the high-speed Chicago-St. Louis corridor after improvement for both phases is complete is $52,707,000. This revenue is expect to ramp up and is estimated at $56,900,000 by the third year of operation. Including other sources of operating revenue, the first and third year total revenues are estimated $55,297,000 and $59,695,000 respectively. Completion of only the Phase 04ROD improvements would result in lower revenue numbers.

This subject is discussed in Section 4.1 Ridership Forecasts and Section 4.2 Projected Revenue.

6.3.7. Operating Funding Sources

If ARRA funds are awarded for the Chicago-St. Louis corridor, Illinois will amend its operating agreement in place at that time with Amtrak to provide operational support for the proposed operation. Illinois funds the Intercity Passenger Rail program with State General Revenue Funds. Illinois has a long history supporting rail passenger operations in the interest of the citizens. With both phases implemented, projections indicate the operation will be near self-supporting.

6.3.8. Federal Capital Funding Sources

The entire project will be financed through a combination of federal and state sources. The federal sources are anticipated to come from the FRA. The American Recovery and Reinvestment Act of 2009 (ARRA) provides $8 billion in High Speed Rail/Intercity Passenger Rail funding to "jump start" the widespread improvement of high-speed rail/intercity passenger rail in the U.S. On June 23, 2009, the FRA released guidance on implementing the High Speed Intercity Passenger Rail (HSIPR) Program that consolidates several recently authorized and closely related programs. In response, the Illinois Department of Transportation (IDOT) is preparing an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program. Track 2 is aimed at developing new High Speed Rail Corridor and Intercity Passenger services or

substantial upgrades to existing corridor services. It is intended to fund a set of inter-related projects that collectively constitute the entirety or a distinct phase (or geographic section) of a long-range service development plan for High Speed Rail.

6.3.9. Other Funding Sources

The UP will contribute to the capital investment of the project by providing the use of its existing freight railroad right-of-way for the purposes of double tracking, grade crossings and other improvements. This contribution will equal $43.5 million (YOE).

In addition, local jurisdictions will contribute 2% of the station capital costs or $1.8 million (YOE).

Total non-federal capital funding sources are $45.3 million (YOE) or 2.3% of the total project cost. The State of Illinois', pending appropriation authority, will provide or arrange to provide the required match to federal funds.

6.3.10. Risk Management

IDOT will perform its own risk analysis of the project in order to identify project risks, especially those pertinent to IDOT functions. IDOT will perform risk assessments systematically throughout the project development at significant milestones.

A Risk Management Plan will be developed by the IDOT Project Manager, in conjunction with the consultant/contractors and IDOT Project team personnel. The Risk Management Plan (RMP) will identify potential risks, the likelihood of occurrence, and the impact to the project. The RMP will be updated annually.

The IDOT Project Manager will coordinate this effort with FRA and UP.

Risk Assessment Methodology

A RMP should be implemented as follows:

Step 1: Identify Risks

Use a well thought-out and consistent approach to identify a comprehensive list of potential risk events. Be specific when identifying and describing the risk. Some techniques to identify risk are brainstorming and expert interviews.

Step 2: Quantify Risks

Develop a risk management matrix with all the risks grouped in categories. Assign the risk to the owner, contractor or other parties (to be agreed) and show on the matrix.

Determine the probability of the occurrence and impact to cost and/or schedule for each risk and show on the matrix using qualitative designations. (i.e. Low, Medium, High)

Use this matrix to compare the probability to the level of impact for each risk.

Step 3: Analyze and Prioritize Risks

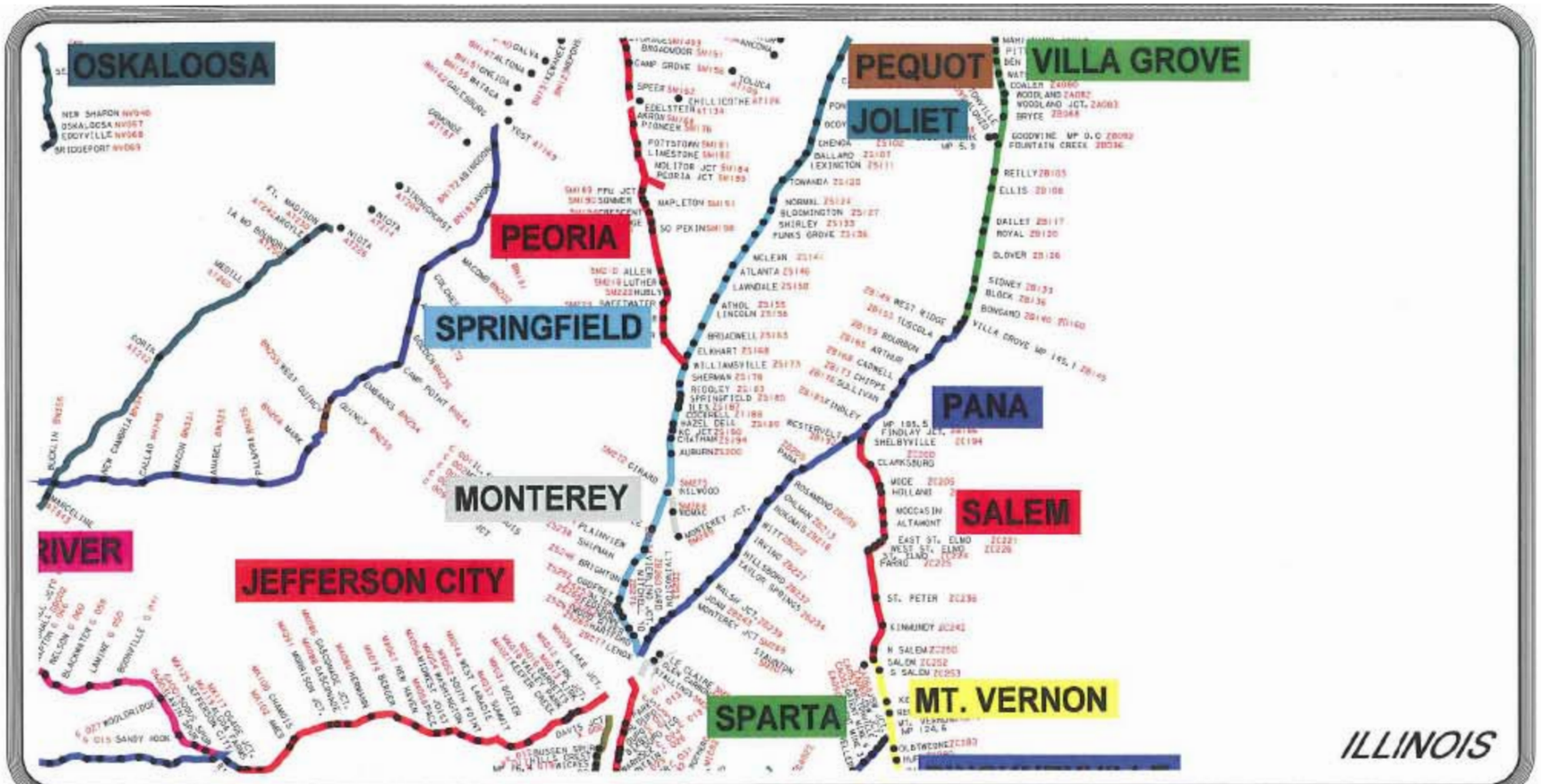
Identify the top 20% of the risks based on the risk exposure (probability and impact) that must be monitored using the matrix. Identify the estimated dollar value and/or length of delay for each monitored risk. Prioritize the monitored risks using dollar estimates and time schedule delays. A technique to prioritize is paired comparison, which takes into account the degree of control the project team has over the risk event followed by the timing of the risk event. (i.e., High Probability-Medium Impact). Identify the responsible party for each risk.

Step 4: Planning for Risks

Create risk response strategies for each monitored risk. Evaluate and select a primary response. Incorporate options into the risk and project plans.

Upload #6

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	PE-Straight Line-DT



STRAIGHTLINE REVISIONS				
REV. NO.	BY	DATE	SHEET	DESCRIPTION
23	TLC	9/23/2009	ALL	COMBINED SPRINGFIELD AND JOLIET SETS, REVISED TO SHOW 2B ONLY, 2A SHOWN AS COMPLETE
22	TLC	9/15/2009	ALL	ADDED No.20 POTOs TO REHAB SIDING LOCATIONS FOR 2A PROJECT
21	TLC	9/2/2009	ALL	REVISED TO SHOW TRACK 2A AND 2B PROJECT LIMITS
20	JDB	8/14/2009	ALL	REVISED LIMITS OF TRACK 1 PROJECT TO INCLUDE REHAB SIDINGS ONLY
19	TLC	8/5/2009	ALL	REVISED LIMITS OF TRACK 1 PROJECT
18	TLC	7/14/2009	5	ADDED PROPOSED WOODSIDE ROAD UNDERPASS AND IRON BRIDGE ROAD OVERPASS, MP 191.10 &191.34
17	TLC	7/6/2009	ALL	REVISED PHASING TO SHOW IDOT TRACK 1 AS PROPOSED PROJECT
16	TLC	7/3/2009	ALL	EXTENDED SIDINGS
15	TLC	5/27/2009	ALL	UPDATED FILE TO REFERENCE EFMS FILES
14	TLC	5/19/2009	6	ADDED UXO AT MP 180.3
13	TLC	5/18/2009	5,6,7,8	REVISED DOUBLE TRACK ALT. LIMITS, ADDED UXO
12	TLC	5/13/2009	3,5	REVISED NOTES, SWITCH PLACEMENT
11	TLC	5/4/2009	ALL	REVISED TURNOUT LOCATIONS AND SIZES, REVISED SIDINGS
10	WTP	4/30/2009	1,5	REVISED TRACK NOTES
9	TLC	4/29/2009	ALL	REVISED TRACK AND SWITCH LOCATIONS AND RESHEETED FOR MINIMUM OVERLAP
8	TLC	4/23/2009	2,4,6,6A	REVISED SIDING LABELING, CHANGED XO TO ALTERNATE, ADDED SHEET 6A, REVISED RIDGELY

LEGEND.

- TRACK 2B PROPOSED CONSTRUCTION
- TRACK 2B REHAB
- FUTURE TRACK
- REMOVE TRACK
- PIPELINE
- AEI
- DETECTOR
- POTO
- SIGNAL
- SIGNAL HOUSE

TRACK 2B
CAPACITY STRAIGHTLINE
SPRINGFIELD & JOLIET
SUBDIVISIONS

APPROVED BY	AGENCY	DATE	
APPROVED BY	AGENCY	DATE	9-29-09
APPROVED BY	AGENCY	DATE	9-30-09
APPROVED BY	AGENCY	DATE	
APPROVED BY	AGENCY	DATE	

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS

T. F. Ingram
General Manager

1201 McKinley Avenue
Venice, IL 62090
Phone (618) 451-8412
tingram@terminalrailroad.com

September 28, 2009

Mr. George Weber
Chief, Bureau of Railroads
Illinois Department of Transportation
JRTC-STE 6-600
100 West Randolph St.
Chicago, IL 60601

Subject: Infrastructure improvements in the St. Louis terminal

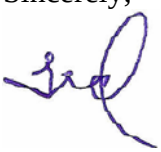
Dear George:

On behalf of the Terminal Railroad Association of St. Louis (TRRA), I am writing to express our company's position regarding infrastructure in the St. Louis terminal required for the high speed rail project.

The TRRA is committed to working with IDOT and Union Pacific to determine the infrastructure requirements to support IDOT's proposed high speed passenger train schedules and performance requirements. While specific projects have been proposed, it will be necessary to further review the terminal infrastructure and validate the adequacy of the potential projects.

The St. Louis terminal network is a critical component of our owner's freight infrastructure and we welcome the opportunity to work together to ensure that freight and passenger can both operate effectively through St. Louis.

Sincerely,



Ted Ingram
General Manager

Southern Region

Paul E. Ladue
Region Director Contracts and Administration

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T 708.332.5475
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September 28, 2009

Mr. George Weber
Bureau Chief
Illinois Department of Transportation
JRTC – STE 6-600
100 W. Randolph
Chicago, IL 60601

Dear Mr. Weber:

This letter is in reference to the application of the Illinois Department of Transportation (IDOT) for funds made available through the American Recovery and Reinvestment Act (ARRA) for high-speed rail projects and for maintaining and improving intercity passenger rail service. CN recognizes the important opportunity the ARRA funds represent for improving rail infrastructure in the State of Illinois.

The grant application is for the implementation of high-speed passenger rail service in the railroad corridor between Chicago and St. Louis, which would involve railroad infrastructure owned by Illinois Central Railroad Company (CN) between Chicago (21st Street) and Joliet.

With respect to the application, CN will use its best efforts to fully cooperate in good faith with IDOT and the other parties in attempting to identify the required infrastructure improvements in the CN corridor and negotiate appropriate implementing agreements covering the design, maintenance, and renewal of the specific projects, as well as operation, compensation and liability as it relates to the proposed high-speed trains and intercity passenger rail service.

Please contact me if you need additional information on CN's participation in these projects.

Sincerely,

Original signed by Paul E. Ladue

Paul E. Ladue

NORFOLK SOUTHERN

Norfolk Southern Corporation
Transportation Department
Three Commercial Place
Norfolk, Virginia 23510-9225
FAX: (757) 823-5371

H. J. Kiley, Jr.
Assistant Vice President Operations
(757) 629-2823

September 23, 2009

George Weber
Bureau Chief – Railroads
Illinois Department of Transportation
RTC - Ste 6-600
100 West Randolph
Chicago, IL 60601

Dear George,

The Norfolk Southern Corporation supports a rail over rail grade separation between the NS Illinois Division Springfield-Hannibal Main Line and the UP Chicago-St. Louis Main Line on the south side of Springfield, Illinois at a location called Iles.

The UP line will become a High Speed Rail Corridor between Chicago and St. Louis with up to 40 freight and passenger trains per day, and the NS line is the primary freight main from the northeastern United States to Kansas City, Mo. with up to 25 freight trains per day.

The two lines cross at the south end of the 3rd and 9th Street rail corridors on the south side of Springfield. Both of these lines have numerous highway grade crossings between Iles and the down town area and any train delay on either line would cause extensive highway traffic delays within Springfield. Delays to freight traffic on the UP 3rd Street or NS 9th Street corridor could tie up traffic for over a mile into the down town area.

The UP and the NS concur that the UP line should go over the NS line at Iles as part of any Chicago-St. Louis High Speed Rail Corridor improvement.

Sincerely,

Hugh Kiley

a Genesee & Wyoming Company

September 30th, 2009

George Weber
Chief, Bureau of Railroads
Illinois Department of Transportation
JRTC-STE 6-600
100 West Randolph St.
Chicago, IL 60601

Subject: Infrastructure improvements north of Springfield

Dear George,

On behalf of the Illinois & Midland Railroad (I&M), I am writing to express our company's position regarding infrastructure north of Ridgley on the I&M required to support the Illinois High Speed Rail project.

The Infrastructure plan developed by the Union Pacific includes a siding extension at Andrew, IL and installation of CTC between Barr and Ridgley. These projects will facilitate better operation of UP and I&M freight trains following the initiation of the proposed new passenger service. The I&M supports construction of these projects on our property. Another signal project may also be necessary south of Ridgley to prevent I&M trains from blocking crossings in Springfield on the 19th Street corridor.

The Springfield terminal is a critical component of I&M's freight infrastructure and we welcome the opportunity to work together to ensure that freight and passenger can both operate effectively through Springfield.

Sincerely,

Spencer White
President and General Manager
Illinois & Midland Railroad

* ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987

** CHICAGO MISSOURI AND WESTERN PURCHASED BY SPCSL CORP, EFFECTIVE NOVEMBER 8, 1989

*** SPCSL CORP ACQUIRED BY UNION PACIFIC-STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996

CONSTRUCTED BY ILLINOIS CENTRAL RR - 1856

ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987 **

CHICAGO MISSOURI AND WESTERN PURCHASED BY SPCSL CORP, EFFECTIVE NOVEMBER 8, 1989

SPCSL CORP ACQUIRED BY UNION PACIFIC-STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996 ***

GWWR DISPATCHES TRACK NO. 1

UP DISPATCHES TRACK NO. 2

SPCSL DISPATCHES TRACK NO. 2

GWER MAINTAINS TRACK NO. 1

CONST BY TRRA DATE UNKNOWN

SPCSL DISPATCHES

END CHURCH IND. LEAD MP 287.30

CHURCH IND. LEAD MP 283.60 BEGIN CHURCH IND. LEAD=7

SPRINGFIELD SUBDIVISION

END SPRINGFIELD SUBD. MP 283.60

285

288

287.30 END OF OWNERSHIP
287.26 MP 287.30
287.21 PS #19 HTO
287.20 ( )TPC-27 92' (INDL)
( )BM-28
( )TPC-37
ALT DETECTOR READER #874

286.66 296025N XY

286.10 (2)SPP 8'
286.05 O.H. Hwy Br-Idge

285.93 296026E BFG

285.34 PS #10 HTTO

285.64 PS #10 POTO
285.47 PS #10 HTTO #2
285.40 PS #10 HTTO #1
283.50 DETECTOR READER
285.50 296027A BF
285.47 PS #10 POTO
285.40 PS #10 HTTO #1
283.40 YARD LIMIT #2
285.40 PS #10 POTO #1
283.40 296027F BFG

282.45 OH RAIL BRIDGE
282.31 O.H. Highway Bridge

282.20 O.H. HWY Br-Idge
282.03 ( )TPC-65 [Access]
282.01 ( )TPC-65 [NO 2]
281.95 OH VIADUCT 88'
281.90 O.H. HWY Br-Idge
281.86 296028C BF
281.80 PS #10 HTTO #1
281.77 OH RAIL BRIDGE 20'
281.68 PS #10 HTTO #1
281.60 O.H. Highway Br-Idge

281.45 PS #12 POTO #2
281.24 ( )BM-40 [NO 2, NO 1]
281.22 PS #20 POTO #2
281.15 ( )TPC-44 83' [NO 2]
( )BM-19
( )TPC-44
281.06 PS #10 POTO #2
281.00 PS #20 POTO #2 296029A
280.94 PS #20 POTO #2
280.89 O.H. Highway Br-Idge
280.73 CSX XING
282.16 PS #12 POTO #2

280.09 PS #14 HTTO #2
280.00 PS #14 HTTO #1
279.91 PS #10 HTTO #1

"MIDDLE YARD"

KCS

CSX

CN- IC

TRACK NO. 1

TRACK NO. 2

SR 157

HARDING Waterway

58TH

I-255

MOUSETTE LANE

EL. 423
CHURCH
Z5287
287.30

"A" YARD

"B" YARD

FUELING FACILITY GWER

RIP TRACK

EL. 421
CENTREVILLE
CR001

TO AUTO FAC.

COTTON BELT YARD

TO ABS 10

TO ABS 112

20TH STREET

EL. 418
CPTA905
SPRINGFIELD CONN
TRRA XING
283.40

TRRA

EL. 420
M B O JCT.
ZB294
281.55
TRK #1

EL. 419
HOLE IN THE WALL
ZB292
281.40
TRK #2

EL. 416
CPTA702
O TOWER
ZB290
281.00

Mississippi Street
Mississippi Avenue

6TH

TRENDLEY

374 TRRA

Metrolink
River Park Dr

MISSOURI AVENUE
MARTIN LUTHER KING JR. MEMORIAL

EL. 416
CPX281
TRRA
281.00

UPGRADE (21 TRACK MSB) Q TWR to WR TWR

RELOCATE #10 POTO #2
INSTALL #10 POTO #2 296029D

423.00 | 423.00 | 418.00 | 418.00 | 420.00 | 417.00 | 417.00 | 420.00 | 420.00 | 416.00 | 415.00 | 416.07 | 419.00

25 - 25 | 25 - 25 | 79 - 60 | 40 - 40 | 60 - 60 | 25 - 25

SH 136 GWR
SH 136 GWR
112 GWR
112 GWR

CONSTRUCTED BY CHICAGO AND ALTON RAILROAD - 1854

ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987

CHICAGO MISSOURI AND WESTERN PUCHASED BY SPCSL CORP, EFFECTIVE NOVEMBER 8, 1989 (100% OF SECOND TRACK)

SPCSL CORP ACQUIRED BY UNION PACIFIC-STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996

SPCSL AND GW EACH OWN 50% OF NO. 1 TRACK, AND NO. 2 TRACK

DISPATCHED BY SPCSL CORP

GWE OWNES 100% OF #2 MAIN LINE DISPATCHED BY GWW

SPCSL AND GW EACH OWN 50% OF NO. 1 TRACK, GWE OWNES 100% OF NO. 2 MAIN TRACK DISPATCHED BY GWW

ICG HAS TRACKAGE RIGHTS OVER CMW FROM SPRINGFIELD TO CHURCH PER AGREEMENT DATED JULY 28, 1986.

CONSTRUCTED E
ILLINOIS CENTRAL GULF SOLD TRACKAGE
CHICAGO MISSOURI AND WESTERN PUCHASED B
SPCSL CORP ACQUIRED BY UNION PAC
SPCSL AND GWW EACH OWN 50% OF NO. 1 MA
ICG HAS TRACKAGE RIGHTS OVER CMW FR

* FORMER ILLINOIS TERMINAL RR OVERHEAD CROSSING

275

270

278.40 O.H. Rail Bridge
REMOVE XO
INSTALL No.20 XO

278.28 PS #10 HTTO #1
278.18 PS #10 POTO #2
278.05 O.H. Rail Br.

277.70 ( )TPC-70 [NO 1]
( )TPC-70 [NO 2]

277.37 O.H. Rail Bridge

"TRRA MERCHANTS"
277.12 PS #10 HTTO #1
277.12 294475A BFG

REMOVE #19 POTO #2
REMOVE DIAMOND
REMOVE #19 HTTO #1
ADD #20 POTO #1
REMOVE #19 POTO #1
275.39 294471B CBFG

INSTALL No.15 TO
INSTALL No.20 XO

275.160 H. Highway Br-Idge
REMOVE XO
275.05 294469A BFG

INSTALL No.15 XO

INSTALL No.20 XO

274.74 294468T BFG

#308 TO 274.26 294467L BFG

REMOVE SIGNAL POLE LINE

272.67 DETECTOR TALKER
272.64 294466E CBFG
"NAMEOKI"

270.80 294465X BFG

"MITCHELL"

270.10 O.H. Highway Br-Idge

269.75 PS #20 POTO #2
269.72 PS #20 POTO #1
269.64 PS#20 POTO

269.49 PS#20 POTO
269.43 PS#20 POTO
(OPP. WL)

269.27 PS#20 POTO #2

INSTALL No.20 XO

268.29 294463J S

TRRA WIGGINS

EAD'S MAIN

Broadway Street

BISSELL AVENUE

EL. 420
CPX278
VENICE
ZS278
278.00

EL. 422
CPTA010
WR TOWER
X276
ZB283
275.50

NIEDRINGHAUS AVE

20TH STREET

22ND STREET

25TH STREET

PONTOON ROAD

MARYVILLE ROAD

I-270

EL. 430
CPI276
LENOX
ZB277
269.70
YD 77

UP PANA SUBDIVISION

TO FINDLAY JCT.

TO PRIVATE

NO. 1
NO. 2
NS
UP
KCS
UPPR/KCS
WR
N S

419.00 | 422.00 | 422.00 | 426.00 | 426.00 | 422.00 | 424.00 | 424.00 | 430.00

25 - 25 | 60 - 60 | 40 - 40 | 25 - 25 | 25 - 25 | 79 - 60 | 79 - 60

SH 115 1999
SH 115 1999

Color table:\\omhq5573\uparm\CAD_Config\Bentley\Workspace\Standards\data\UPRR.tbl
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Model: Default
(Engl150) S:\Straightline\Straightline EFMS\Springfield\Springfield Capacity Track 2B.dgn
Plotfile Generated: 24-SEP-2009 17:00

- CONCEPTUAL -

FOR REVIEW/DISCUSSION

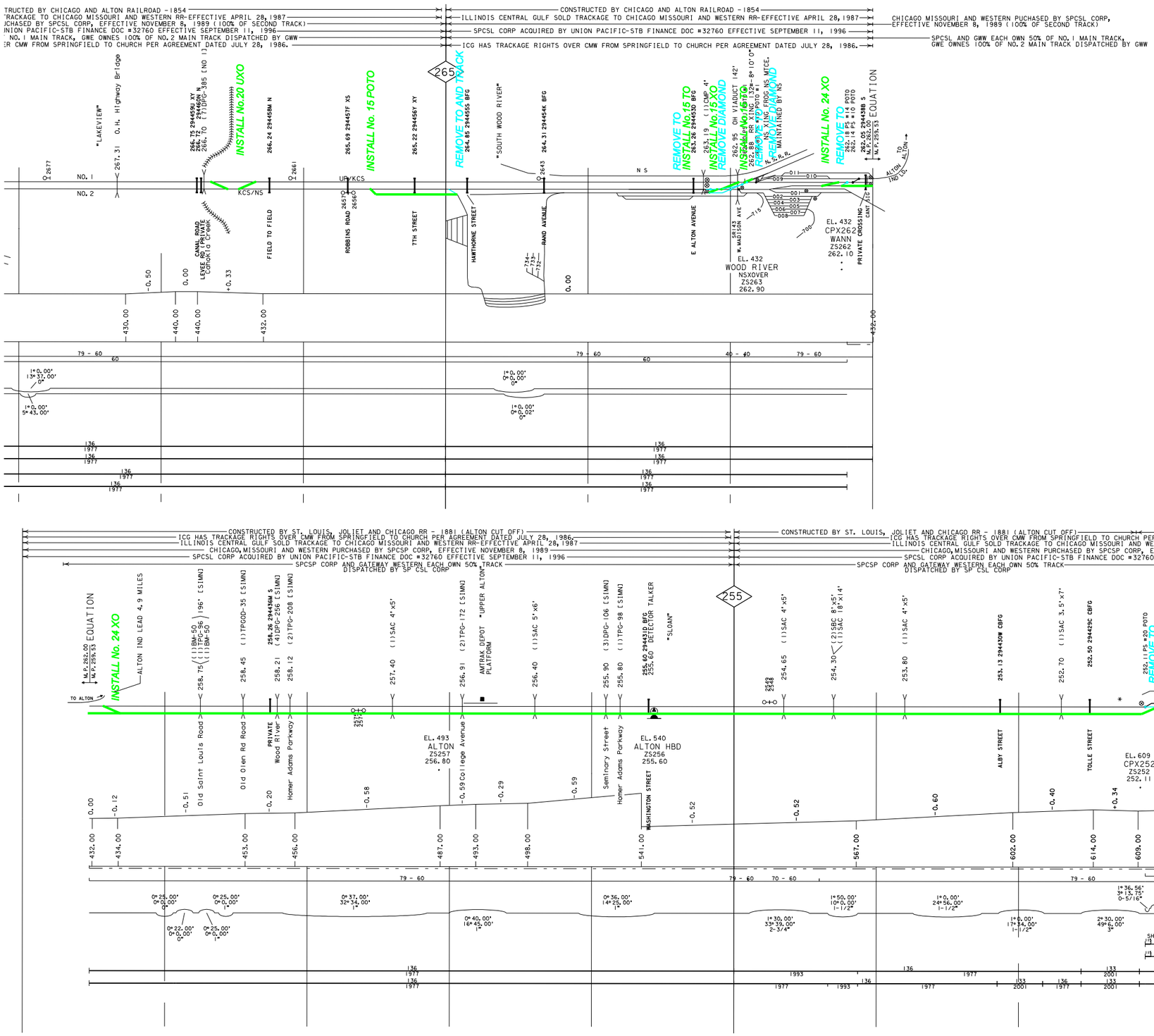
DATE: 02/19/09

SHEET NUMBER 01 of 15

UNION PACIFIC RAILROAD

Office of AVP Engineering Design

LOCATION: Springfield Subdivision



- CONCEPTUAL -
FOR REVIEW/DISCUSSION

DATE: 02/19/09	UNION PACIFIC RAILROAD — Office of AVP Engineering Design
SHEET NUMBER 02 of 15	LOCATION: Springfield Subdivision

CONSTRUCTED BY CHICAGO AND ALTON RAILROAD - 1854
2ND ML REMOVED
ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987
CHICAGO, MISSOURI AND WESTERN PURCHASED BY SPCSP CORP, EFFECTIVE NOVEMBER 8, 1989
SPCSL CORP ACQUIRED BY UNION PACIFIC-STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
ICG HAS TRACKAGE RIGHTS OVER CMW FROM SPRINGFIELD TO CHURCH PER AGREEMENT DATED JULY 28, 1986

* FORMER CB&Q (BNSF) RR CROSSING REMOVED - DATE UNKNOWN

245

240

248.53 294423L BFG
247.93 294422E BFG
INSTALL No. 24 XO
INSTALL No. 24 POTO
246.84 29442OR S
246.30 ( )CBC 4'x4'
245.85 29441 9W BFG
245.40 AEI DETECTOR READER #626
244.76 29441 7H BFG
244.23 29441 6B BF
"MILES"
242.83 29441 5F BF
242.50 ( )CAC 5'x7'
241.28 29441 1S BF
240.67 29441 0K N
240.50 ( )CBC 4'x4'
240.25 ( )CIP 4'
239.80 29440 9R XY
DETECTOR TALKER
239.40 ( )CBC 6'x4'
238.63 PS #20 POTO
REMOVE TO
238.42 ( )TPC-57 [SIDE]
( )TPC-57 [SIDE]
238.31 29440 6V BFG
INSTALL No. 24 XO

TR 162A
TERPENING LANE
PRIVATE
MAIN STREET
EL. 665
CPX246
BRIGHTON
ZS246
245.80
TR 427
TR 32
TR 415
TR 399
FIELD TO FIELD
TR 385
EL. 643
SHIPMAN HBD
ZS241
239.80
Route 16
KEATING STREET
EL. 635
CPX239
ZS238
238.63

0.00 +0.22 0.00 -0.28 0.00 +0.26 -0.09 +0.29 +0.12 +0.12 0.00

677.00 677.00 657.00 657.00 672.00 672.00 661.00 665.00 645.00 634.00 634.00

79 - 60

I=30.00' D=6.00' 3"
D=10.00' 33=20.00' 2"
D=20.00' 36=35.00' 1"
D=15.00' 9=27.00' 1"
D=48.75' 22=31.35' 1-5/8"
D=30.00' 14=55.00' 1"
SH 112

SH 115 1993

CONSTRUCTED BY CHICAGO, ALTON AND ST. LOUIS RAILROAD - 1856
2ND ML REMOVED
ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987
CHICAGO, MISSOURI AND WESTERN PURCHASED BY SPCSL CORP, EFFECTIVE NOVEMBER 8, 1989
SPCSL CORP ACQUIRED BY UNION PACIFIC-STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
ICG HAS TRACKAGE RIGHTS OVER CMW FROM SPRINGFIELD TO CHURCH PER AGREEMENT DATED JULY 28, 1986.

235

230

INSTALL No. 24 XO
INSTALL No. 24 POTO
237.57 2944040 S
237.24 2944031A S
236.82 2944027 S
REMOVE TO
236.30 (2)CBC 16'x16'
236.27 PS #20 POTO
235.65 1-CBC-4'X3'
235.57 2944011 S
"PLAINVIEW"
235.15 ( )CBC 5'x4'
INSTALL No. 24 POXO
INSTALL No. 24 POTO
234.70 2944005 E S
234.57 2943598 XY
234.30 PS #10 HTTO
234.10 ( )CIP 4'
234.02 2943977 BF
232.30 ( )CBC 9'x7'
231.50 ( )BM-56 [S1MN]
231.02 2943965 XY
230.80 (4)DPG-212 [S1MN]
230.50 (6)DPG-210 [S1MN]
230.10 2943956 K S
229.90 DETECTOR TALKER
229.81 2943940 XY
"MACOUPIN"
229.44 (3)PCB-75 [S1MN]
228.64 2943938 S
228.25 ( )CMP 4'
INSTALL No. 24 POTO
INSTALL No. 24 XO
227.48 2943928 S
227.30 ( )TPC-59 [S1MN]

12,500' CLEAR

PRIVATE CROSSING
PRIVATE CROSSING
PRIVATE CROSSING
COOPS CREEK
EL. 615
CPX236
SHIPMAN
ZS238
236.27
PRIVATE CROSSING
TR 238
PRIVATE CROSSING
EAST STREET
EL. 622
PLAINVIEW-N
ZS234
234.30
May Branch Creek
TR 234
Macoupin River
Macoupin Creek (overflow)
PRIVATE CROSSING
TR 279
EL. 530
PLAINVIEW HBD
ZS230
229.90
Hurricane Creek
PRIVATE CROSSING
PRIVATE CROSSING
Route 6

+0.28 -0.28 -0.03 +0.69 +0.40 +0.07 +0.65 +0.05 -0.26 -0.78

634.00 605.00 620.00 622.00 552.00 544.00 541.00 533.00 530.00 542.00 615.00

79 - 60 10 70 - 60 79 - 60 79 - 60 65 - 60 65 - 60

D=52.50' 6=28.08' 1-1/8"
I=37.50' 3=0.18' 0-1/4"
D=46.00' 4=45.00' 1-1/4"
I=23.67' 4=33.90' 0-1/4"
D=40.00' 4=45.00' 1"
I=35.00' 2=43.00' 2-3/4"
I=40.00' 17=30.00' 3"
I=0.00' 15=0.00' 2"
I=0.00' 20=11.00' 2"
D=45.00' 61=42.00' 1-1/4"
D=45.00' 61=42.00' 1-1/4"
I=30.00' 42=31.50' 2"
2=0.00' 17=39.00' 3-1/2"
2=0.00' 34=25.00' 3-1/2"
2=0.00' 20=35.00' 3-1/2"

SH 115 1993
SH 112 1993
SH 115 1993
SH 115 1993
SH 115 1993
SH 115 1993
SH 115 1993
SH 115 1993
SH 133 1948
SH 136 1948
SH 115 1991
SH 115 1991
SH 112 1945
SH 112 1946
SH 115 1991
136 2008
136 2008

DFL

- CONCEPTUAL -
FOR REVIEW/DISCUSSION

DATE: 02/19/09
SHEET NUMBER 03 of 15

UNION PACIFIC RAILROAD
Office of AVP Engineering Design
LOCATION: Springfield Subdivision

IS RAILROAD - 1856
EFFECTIVE NOVEMBER 8, 1989
760 EFFECTIVE SEPTEMBER 11, 1996
PER AGREEMENT DATED JULY 28, 1986.

CONSTRUCTED BY CHICAGO, ALTON AND ST. LOUIS RAILROAD - 1856
2ND ML REMOVED
CHICAGO, MISSOURI AND WESTERN PURCHASED BY SPCSL CORP, EFFECTIVE NOVEMBER 8, 1989
SPCSL CORP ACQUIRED BY UNION PACIFIC-STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
ICG HAS TRACKAGE RIGHTS OVER CMW FROM SPRINGFIELD TO CHURCH PER AGREEMENT DATED JULY 28, 1986.

CONSTRUCTED BY CHICAGO AND ALTON RAILROAD - 1854
ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987
CHICAGO, MISSOURI AND WESTERN PURCHASED BY SPCSP CORP, EFFECTIVE NOVEMBER 8, 1989
SPCSL CORP ACQUIRED BY UNION PACIFIC-STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
2 N D M L R E M ' D
ICG HAS TRACKAGE RIGHTS OVER CMW FROM SPRINGFIELD TO CHURCH PER AGREEMENT DATED JULY 28, 1986.

* FORMER ILLINOIS TERMINAL RR CROSSING REMOVED - DATE UNKNOWN

* FORMER C&A SCHOPER BRANCH TO SCHOPER, ILL.

225 | 220

REMOVE TO 226.74 FS #20 POTO
226.27 2943909 S "RINAKER"
INSTALL No. 24 XO
INSTALL No. 24 POTO
225.36 2943896 BFG
224.29 FS #10 HTTO
223.80 2943886 CBFG
223.67 FS #10 HTTO
223.30 2943856 BFG
223.20 FS #20 POTO
REMOVE TO
222.90 2943838 BFG
222.50 (1)TPG-92 (SIMN)
221.81 2943816 BFG
INSTALL No.11 TO
REMOVE TO
221.53 FS #10 HTTO
221.37 2943809 N
INSTALL No.24 UXO
219.48 2943798 XY "BIERD"
216.44 2943774 BFG "ANDERSON"
218.35 (1)CIP 4"
218.20 (1)SAC 6'x10'
217.12 2943759 XY
216.50 (1)CIP 4"
216.08 2943745 XY

12,500' CLEAR

EL. 615
CPX227
ZS224
226.74

PRIVATE CROSSING
RINAKER ROAD
AMTRAK
MAIN STREET
NICHOLAS STREET
EL. 635
QCTRACK
ZS224
223.60
EL. 628
CPX223
CARLINVILLE
ZS224
223.20
17490
NORTH BROAD ST
Route 4
CISCO STEEL
FIELD TO FIELD
EL. 636
CISCO-N
ZS226
221.50
TR 189
TR 175
TR 395
TR 145

-0.06 | -0.04 | -0.04 | -0.04 | -0.15 | -0.04 | -0.04 | -0.16 | 0.00

620.00 | 630.00 | 642.00 | 647.00 | 658.00 | 658.00

30 | 79 - 60 | 30 | 79 - 60 | 79 - 60

1°0.00' 31°48.00' 2"
1°0.00' 31°0.00' 2"
.00' .50'

SH 112 1993
SH 115 1991
SH 124
136 2008
136 1991

CONSTRUCTED BY CHICAGO AND ALTON RAILROAD - 1854
ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987
CHICAGO, MISSOURI AND WESTERN PURCHASED BY SPCSP CORP, EFFECTIVE NOVEMBER 8, 1989
SPCSL CORP ACQUIRED BY UNION PACIFIC-STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
2ND ML REMOVED
ICG HAS TRACKAGE RIGHTS OVER CMW FROM SPRINGFIELD TO CHURCH PER AGREEMENT DATED JULY 28, 1986.
* MP 213.20 FORMER CNW MADISON SUBDIVISION ABANDONED BY STB FIN DOC 32760 EFFECTIVE 9-12-1996 FROM MP 89.4 GIRARD, TO MP 51.0, BARR

215 | 210 | 205

INSTALL No. 24 POTO
214.55 DETECTOR TALKER
214.51 2943706 BFG
INSTALL No. 24 TO
"NILWOOD"
214.00 (1)SAC 12"x7"
213.30 (1)CAC 8'x6'
213.07 FS #10 HTTO
212.65 FS #20 POTO
REMOVE TO
INSTALL No. 24 XO
INSTALL No. 24 POTO
211.80 2943718 BFG
211.03 313627C BFG
210.85 2943709 BFG
210.77 2943695 BFG
210.57 FS #20 POTO
210.54 BNSF RR X-ING
210.45 BNSF MAINTAINS
209.85 (1)CIP 5'
209.60 (2)CIP 5'
209.50 2943676 BF
208.80 (3)CP 5'
208.47 2943651 BFG
208.10 (1)CBC 6'x6'
207.18 2943648 BFG
207.02 FS #10 HTTO
206.93 2943618 BFG
206.50 (1)CBC 6'x5'
INSTALL No.24 UXO
205.44 2943598 BFG
216.08 2943745 XY

10,000' CLEAR

TO MONTEREY JCT. UPRR
IL HWY 4
TO BEARDSTOWN
0.14L Rail Bridge
BNSF
BNSF RR
FAS 1731 2068/2
CROWN 3 COAL MINE

EL. 668
GIRARD HBD
ZS217
214.52
MOREAN STREET
EL. 662
NILWOOD
SM275
213.07
EL. 671
CPX213
ZS211
212.65
OLD RTE 4
SOUTH STREET
MADISON STREET
CENTER STREET
EL. 671
CPX210
GIRARD
BNSF-XING
ZS211
210.57
9625
TR 67
HOLDEN STREET
JACKSON STREET
EL. 674
VIRDEN
ZS207
207.00
TR 7 2055/5

TR 145
-0.22 | -0.05 | -0.05 | +0.21 | -0.50 | +0.40 | -0.38 | +0.12 | -0.20 | -0.02 | +0.25 | +0.25 | 0.00 | -0.29 | +0.04 | +0.42 | -0.17 | +0.17 | +0.54 | +0.64
658.00 | 667.00 | 669.00 | 665.00 | 674.00 | 662.00 | 672.00 | 668.00 | 671.00 | 672.00 | 663.00 | 663.00 | 675.00 | 674.00 | 663.00 | 668.00 | 661.00

10 | 40 - 40 | 79 - 60 | 79 - 60

1°8.90' 2°29.16' 0-3/4"
1°24.85' 8°53.10' 0-3/4"
0°16.64' 0°8.78' 2-5/16"
1°46.17' 4°23.47' 0-1/4"
0°15.00' 0°0.00' 0°
0°28.00' 14°43.00' 1"
SH 112 1990
SH 115 1990
SH 136 1991

Color table: \\omhq5573\uparm\CAD_Config\Bentley\Workspace\Standards\data\UPRR.tbl
Pen table: \\omhq5573\uparm\CAD_Config\Bentley\Workspace\Standards\tables\Pen\Straightline.pen
Model: Default
(Engl50) S:\Straightline\Straightline EFMS\Springfield\Springfield Capacity Track 2B.dgn
Plotfile Generated: 24-SEP-2009 17:01

- CONCEPTUAL -
FOR REVIEW/DISCUSSION

DATE: 02/19/09
SHEET NUMBER 04 of 15

UNION PACIFIC RAILROAD
Office of AVP Engineering Design
LOCATION: Springfield Subdivision

CONSTRUCTED BY CHICAGO AND ALTON RAILROAD - 1854
ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987
CHICAGO, MISSOURI AND WESTERN PURCHASED BY SPCSL CORP, EFFECTIVE NOVEMBER 8, 1989
SPCSL CORP ACQUIRED BY UNION PACIFIC-STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
2ND ML REM'D.
ICG HAS TRACKAGE RIGHTS OVER CMW FROM SPRINGFIELD TO CHURCH PER AGREEMENT DATED JULY 28, 1986.

205 — "THAYER" — MAIN STREET — TR 445B — Sugar Creek — DIVERNON ROAD — FIELD TO FIELD — FIELD TO FIELD — Sugar Creek — FIELD TO FIELD — JACKSON STREET — MADISON STREET — PEDESTRIAN CROSSING WASHINGTON STREET — 190 — TR 405 — TR 391 — TR 371 — Panther Creek — OSTERMEIER ROAD — FIELD TO FIELD — PRIVATE CROSSING — PRIVATE CROSSING — 195 — SPRUCE STREET PEDESTRIAN CROSS — WALNUT STREET

INSTALL No. 24 XO
INSTALL No. 24 POTO
REMOVE TO
INSTALL No.20 UXO
INSTALL No. 24 XO
INSTALL No. 24 POTO
NARROW RW (40')

EL. 633 AUBURN HBD ZS204 202.50
EL. 619 CPX200 ZS200 200.03
EL. 610 CPX198 AUBURN ZS200 197.86 10505

CONSTRUCTED BY CHICAGO & ALTON RAILROAD - 1854
ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987
CHICAGO MISSOURI AND WESTERN PURCHASED BY SPCSL CORP EFFECTIVE NOVEMBER 8, 1989
SOUTHERN PACFIC RAILROAD ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
2ND ML REM'D.
ICG HAS TRACKAGE RIGHTS OVER CMW FROM SPRINGFIELD TO CHURCH PER AGREEMENT DATED JULY 28, 1986.

* SPCSL CORP ACQUIRED BY UNION PACIFIC STB FIN DOC#32760, EFFECTIVE SEPTEMBER 11, 1996
** NORFOLK SOUTHERN HAS TRACKAGE RIGHTS OVER UPRR PER AGREEMENT SPCSL 637 DATED 10-1-1994
*** ICG HAS TRACKAGE RIGHTS OVER CMW FROM SPRINGFIELD TO CHURCH PER AGREEMENT DATED JULY 28, 1986.

190 — "JUNO" Iron Bridge Road Over UPRR MP 191.34 — 15' TC (2500' EITHER SIDE BRIDGE) — PLUMMER Boulevard — SPRINGFIELD LOOP — WOODSIDE ROAD — Woodside Road Improvement Under UPRR? MP 191.10 — DETECTOR TALKER — EL. 596 HAZEL DELL HBD ZS192 191.10

CONSTRUCT NS FLYOVER — 197 — 18 — I-72 EAST BOUND — I-72 WEST BOUND — HAZEL DELL — SPCSL MIDSTATE SDG. — NS MAIN NS SIDING V — EL. 605 CPX189 HAZEL DELL ZS189 188.9 — EL. 605 MIDSTATES ZS185 188.70 — CNIC CONN. 187.98 — EL. 605 CPX187 ILES ZS187 187.4 — EL. 605 BRICKYARD JCT CNIC 194.80 — TO TAYLORVILLE — CNIC — 194 — ASH STREET — LAUREL STREET — CEDAR STREET — SOUTH GRAND AVE — ALLEN STREET — SCARRITT STREET — CANDDY STREET — LAWRENCE AVENUE COOK STREET — JACKSON STREET — MONROE STREET ADAMS STREET — WASHINGTON STREET — JEFFERSON STREET 38 MADISON STREET — 1185 — AMTRAK DEPOT 605 — CNIC — 193 — CARPENTER STREET — UNION ST — Dodge Street — FOURTH STREET — FIFTH STREET SIXTH STREET N GRAND AVENUE — EL. CLEAR LAKE AVE CNIC 192.48 — CONVERSE STREET EIGHTH STREET — 19th Street — EL. 603 CPX183 IMXING 183.33 — TO GIBSON CITY — TO DECATUR — RIDGELY AVE — 86 — RAILWAY — EL. 593 CP SPRINGFIELD ZS185 185.10 YD 03

INSTALL No. 24 XO
REMOVE DIAMOND
REMOVE TO
INSTALL No.15 TO
INSTALL No.15 XO

- CONCEPTUAL -
FOR REVIEW/DISCUSSION

Color table: \\omhq5573\vparm\CAD_Config\Bentley\Workspace\Standards\data\PPR.tbl
Pen table: \\omhq5573\vparm\CAD_Config\Bentley\Workspace\Standards\tables\Pen\Straightline.pen
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(English) St:\Straightline\Straightline EFMS\Springfield\Springfield Capacity Track 2B.dgn
Plotfile Generated: 24-SEP-2009 17:02

DATE: 02/19/09
SHEET NUMBER 05 of 15
UNION PACIFIC RAILROAD
Office of AVP Engineering Design
LOCATION: Springfield Subdivision

CONSTRUCTED BY CHICAGO & ALTON RAILROAD - 1854
ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987
CHICAGO MISSOURI AND WESTERN PURCHASED BY SPCSL CORP EFFECTIVE NOVEMBER 8, 1989
SPCSL CORPACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
2nd ML REMOVED
2ND ML REM'D.

INSTALL No.15 XO
INSTALL No.20 XO
REMOVE TO
INSTALL No.24 POTO
CONSTRUCT SIDING 10,000' CLEAR
INSTALL No.24 XO
INSTALL No.24 POTO
REMOVE TO
EXTEND SIDING
INSTALL No.20 TO
CLOSE XING
INSTALL No.24 UXO

80 75 170 165

EL. 550 CPX181 RIDGLEY ZS183 180.96 10175
EL. 600 CPX170 ZS168 170.45
EL. 595 CPX168 ELKHART ZS168 168.36 9625
EL. 590 CPX167 ELKHART GRAIN ZS168 167.50
EL. 576 SHERMAN HBD ZS176 176.61
EL. 590 BROADWELL HBD ZS163H 163.42

Sangamon Avenue · Dirksen Parkway · SAND HILL ROAD · Sangamon River · PRIVATE CROSSING · MEREDITH DRIVE Road · PRIVATE CROSSING · PRIVATE CROSSING · ANDREW ROAD · NORTH BOUND I-55 · SOUTH BOUND I-55 · TR 33 · I-55 · "SELBYTOWN" · PRIVATE CROSSING · "WILLIAMSVILLE" · CONREY STREET · MAIN STREET · PED XING · TR 5 · I-55 · TR 50A · TR 199A · OGLESBY · PVT XING · MAIN ST · TR 149A · I-55 · "FOGARTY"

- CONCEPTUAL -
FOR REVIEW/DISCUSSION

DATE: 02/19/09
SHEET NUMBER 06 of 15
UNION PACIFIC RAILROAD
Office of AVP Engineering Design
LOCATION: Springfield Subdivision

CONSTRUCTED BY CHICAGO & ALTON RAILROAD - 1854
ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987
CHICAGO MISSOURI AND WESTERN PURCHASED BY SPCSL CORP EFFECTIVE NOVEMBER 8, 1989
SPCSL CORP ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
2ND ML REMOVED

160 | 155 | 150

(1)SAC 6'x6'
159.90
"GRIGGS"
159.36 290260E BFG
I-55
BUS. I-55
156.10 (9)DPC-585 [Access] (9)DPC-585 [SIGNS]
157.60 (2)CIP 4'
157.20 (1)TPC-38 [Access] (1)BM-38 [SIGN]
157.10 (1)CAC 8'x10'
HAVANA IND. LD
156.77 PS #10 HTTO
REMOVE TO
156.60 290995Y BFG
INSTALL No.11 HTTO
156.52 290994S BFG
156.45 290993X BFG
156.38 290992D BFG
AMTRAK DEPO
156.32 290991M BFG
156.16 290989V BFG
155.95 290986A CBFG
REMOVE TO
INSTALL No. 24 XO
INSTALL No. 24 POTO
155.87 290988K BFG
155.68 PS #20 POTO
136#-75# 23' 9"
155.56 PS #10 HTTO
155.33 OPP PS #10-112# HTTO
155.28 OPP PS #10-112# HTTO
TO PEKIN
154.91 ATHOL INDUSTRIES PS HTTO OPP ML
154.90 (2)BM-88 [SIGNS] (2)BM-88 [SIGNS] (2)BM-88 [SIDE]
154.10 (1)CIP 4'
INSTALL No.11 TO
REMOVE TO
153.56 PS #20 POTO
153.50 PS #10 HTTO
153.46 290982X BFG
REMOVE TO
INSTALL No.11 TO
INSTALL No. 24 XO
INSTALL No. 24 POTO
152.95 (2) O.H. Highway Bridge
152.70 (1)CAC 8'x8'
152.50 290981R N
152.18 290980J BFG
150.91 PS #10 HTTO
REMOVE TO
150.15 290978H BFG
149.90 (1)CAC 8'x8'

Salt Creek
ROAD
Limerick Street
DECATUR ST
CLINTON ST
PULASKI ST
BROADWAY
PEKIN ST
TREMONT ST
KICKAPOO ST
EL. 583 HAVANNA DISTRICT-N ZS156 156.80
EL. 590 LINCOLN ZS156 156.4
EL. 600 CPX156 CN XING 155.68
EL. 594 INCON-N ZS156 155.40
Highway 66 & 121 (OLD)HIGHWAY
10,000' CLEAR
EL. 597 CPX153 ATHOL ZS155 153.56 10010
TR 93
EL. 596 KRUGER ELEVATOR-S ZS155 153.50
PVT XING
TR 232
I-55
EL. 607 LAWNDALE ZS150 150.00 5000
LINCOLN STREET

SH 112 1994
SH 113 1994
SH 115 2006
SH 115 1994
SH 115 2002
SH 136 2002

CONSTRUCTED BY CHICAGO & ALTON RAILROAD - 1854
ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987
CHICAGO MISSOURI AND WESTERN PURCHASED BY SPCSL CORP EFFECTIVE NOVEMBER 8, 1989
SPCSL CORP ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
LINE CHANGE -1924

150 | 145 | 140

* MP 145.92 FORMER RR XING TERRE HAUTE AND PEORIA RR (PENNSYLVANIA RR) INSTALLED 1900 REMOVED DATE UNKNOWN.

149.90 (1)CAC 8'x8'
149.85 PS #10 HTTO
REMOVE TO
149.72 290977B BFG
149.60 O.H. Highway Bridge
149.50 (3)DPG-216 [SIGNS] (3)DPG-216 [Access]
INSTALL No.24 UXO
147.56 DETECTOR TALKER
147.57 290975M BFG
147.53 (1)CBC 6'x6'
146.10 290974F N
145.87 290973T BFG
145.81 290973S BFG
145.75 290971K BFG
145.60 290969J N
145.46 PS #10 HTTO
REMOVE TO
INSTALL No.11 HTTO
144.70 (1)CAC 5'x5'
144.44 290968C BFG
144.10 (4)PCB-96 [SIGNS]
INSTALL No. 24 XO
INSTALL No. 24 POTO
143.74 290967Y BFG
143.72 PS #10 HTTO
REMOVE TO
143.40 290966N N
141.33 PS #20 POTO
REMOVE TO
141.16 290964A BFG
INSTALL No. 24 XO
INSTALL No. 24 POTO
140.91 290962L BFG
140.20 PS #10 HTTO
139.12 290960X BFG

MAIN STREET
Kickapoo Creek
LAZY HOW DR
RACE ST
ELM ST
EL. 607 LAWNDALE ZS150 150.00
EL. 653 ATLANTA HBD ZS148 147.60
EL. 719 ATLANTA ZS146 145.80
EL. 688 F&S FERTILIZER ZS141 143.70 63640
Clear Creek
EL. 706 CPX141 ZS141 141.33
US 136
RAILROAD AVENUE
TR 538
TR 533

SH 115 1994
SH 115 2002
SH 136 2002

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Model: Default
(Engl50) S:\Straightline\Straightline EFMS\Springfield\Springfield Capacity Track 2B.dgn
Plotfile Generated: 24-SEP-2009 17:03

- CONCEPTUAL -
FOR REVIEW/DISCUSSION

DATE: 02/19/09
SHEET NUMBER 07 of 15

UNION PACIFIC RAILROAD
Office of AVP Engineering Design
LOCATION: Springfield Subdivision

CONSTRUCTED BY CHICAGO & ALTON RAILROAD - 1854
ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987
CHICAGO MISSOURI AND WESTERN PURCHASED BY SPCSL CORP EFFECTIVE NOVEMBER 8, 1989
SPCSL CORP ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
2nd MAIN LINE REMOVED

REMOVE TO
138.66 PS #20 POTO
(1)CAC 10'x10'
(1)CAC 8'x8'
(1)CAC 8'x8'
136.95 2909588 BFG
136.50 (2)DROOP-128 [Access] (2)DPG-28 [SIMM]
136.35 2909579 BFG
"FUNK'S GROVE"
(1)CIP 4"
(2)CMP 5"
135.71
135.70
135
134.90 2909569 BFG
(1)CAC 8'x7'
134.60
135.70 2909558 BFG DETECTOR TALKER
INSTALL No.24 UXO
"SHIRLEY"
O.H. Ped Brdg.
132.30
130.30 (1)TPC-33 [SIMM] (1)TPC-33 [Access]
130
129.98
(1)CAC 8'x8'
(1)CAC 10'x9'
O.H. Highway Bridge
128.80
O.H. Highway Bridge
128.65 (2)
128.09 2909505 BFG
(1)CAC 10'x10'
127.90
15' T.C. TO MP 130
EL. 699
CPX139
McLEAN
ZS141
138.66
12430
I-55
EL. 710
FUNKS GROVE HBD
ZS134
133.70
Springtown Road
SIX POINTS ROAD
+0.36 +0.04 0.00 -0.26 0.00 +0.29 +0.24 0.00 -0.30 -0.30 -0.03 -0.23 -0.29 -0.25 -0.28 -0.28 0.00 +0.16
706 698 698 698 704 704 697 689 689 737 740 761 764 769 794 794 793
79 - 60
I=0.00' 18°50.83' I-3/4"
D=15.00' D=40.30' D-3/4"
115 1993 SH 112 1993 SH 112 64 115 1993 115 1958 SH 115

CONSTRUCTED BY CHICAGO & ALTON RAILROAD - 1854
TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987
ND WESTERN PURCHASED BY SPCSL CORP EFFECTIVE NOVEMBER 8, 1989
NION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
SPRINGFIELD SUBDIVISION
JOLIET SUBDIVISION
2909505 BFG
(1)CAC 10'x10'
(1)CAC 12'x12'
2909459 BFG
(1)CAC 7'x9'
O.H. Highway Bridge
126.95
126.80
INSTALL No.20 UXO
(1)TPG-34 [SIMM]
(1)TPG-34 [Access]
126.60 O.H. Ped Brdg.
126.60 748258M
SUBDIV. LIMITS
126.50 2909459Y CBPG-28 [SIMM]
126.50 2909459Y CBPG-28 [SIMM]
126.30 (3)TPCOD-77' [SIMM] (3)TPCOD-77' [SIMM]
126.23 (3)TARGET [SIMM]
126.20 O.H. Highway Bridge
INSTALL No.20 POTO
126.03 (1)CBC 10'x7'
TO PEORIA
125.44 O.H. Highway Bridge (UPRR MAINT.)
(2)CEB-36 [SIMM, YARD, YARD, INDU]
125.00 (1)DPG-60 [SIMM]
INSTALL No.20 UXO
MP 130
VERT. CLEARANCE??
SIX POINTS ROAD
MILLER STREET
Olive Street
EL. 776
CPXI27
BN TARGET
NSXING
ZS127
126.50
63700
PEDESTRIAN SUBWAY
WASHINGTON STREET
Market Street
EL. 782
CPXI26
BLOOMINGTON YRD
ZS127
126.40
YD 02.77
YARD OFFICE
SHIFT MAIN TRACK
CONSTRUCT 6,500' RUNNER REPLACEMENT TRACK
Division Street
Sugar Creek
+0.16 +0.10 +0.11 -0.59 -0.16 -0.32 -0.03 +0.32 0.00
794 793 789 788 778 776 781 782 774
30 - 30 40 - 25
D=30.00' D=0.02' D=
I=41.94' 22°42.94' I-15/16"
3°15.37' 15°15.38' D=
2°43.00' 9°21.50' D=
2°19.98' 15°19.67' 2-1/4"
2°6.00' D=0.02' D=
112 1948 1946 115 1993 SH 115 1969 1960

- CONCEPTUAL -
FOR REVIEW/DISCUSSION

DATE: 02/19/09
SHEET NUMBER 08 of 15
UNION PACIFIC RAILROAD
Office of AVP Engineering Design
LOCATION: Springfield Subdivision

Color table: \\omhq5573\uparm\CAD_Config\Bentley\Workspace\Standards\data\UPRR.tbl
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Model: Default
(Engl50) S:\Straightline_EFMS\Springfield\Springfield Capacity Track 2B.dgn
Plotted: 24-SEP-2009 17:03

CONSTRUCTED BY ST.L.P & N.RY-1883-1895
CONSTRUCTED BY ST.L.P & N.RY-1883-1895
I&M HAS TRACKAGE RIGHTS OVER ILLINOIS CENTRAL FROM SPRINGFIELD MP191.9 TO CIMIC MP207.3 15.4 MILES.
CNIC RR DIVISION
I&M DIVISION
CONSTRUCTED BY CHICAGO PEORIA AND ST.LOUIS RR-DATE UNKNOWN
PURCHASED BY CHICAGO AND ILLINOIS MIDLAND-1926
SOLD TO ILLINOIS MIDLAND TRANSPORTATION-1987
CONSTRUCTED BY CHICAGO PEORIA AND ST.LOUIS RR-DATE UNKNOWN
PURCHASED BY CHICAGO AND ILLINOIS MIDLAND-1926
SOLD TO ILLINOIS MIDLAND TRANSPORTATION-1987
UNION PACIFIC HAS TRACKAGE RIGHTS OVER ILINOIS & MIDLAND RR PER AGREEMENT 202013 DATED 8-27-1997 BETWEEN RIDGELY AND BARR
UNI

85
80
192.48 DIVISION LIMITS
TO IC JCT.
1937
1936
CNIC TO DITEMAN
N & S RR
TO ST.LOUIS
UP SPRINGFIELD SUB
600
Q D
UP SPRINGFIELD SUB
TO JOLIET
YARD LIMIT
83.30
INSTALL No. 15 POTO MP 81.43
REMOVE TO 80.40 PS=XX TO

EL. 601
CP
BRICKYARD
194.80

EL. 603
CP
CLEAR LAKE AVENUE
192.48
3591

EL. 595
RIDGELY
84.90

EL. 526
WATERWORKS
83.40

CTC BARR JCT. TO RIDGELY
MP 78.80 TO 85.18

EL. 582
ANDREW
79.60
8457

EXTEND SIDING
12,500' CLEAR LENGTH

0.00 +0.13 -0.28 | 0.00 -0.03 -0.20 +0.04 -0.04 +0.07 +0.42 -0.07 +0.56 +0.16 +0.77 +0.85 | +0.73 +0.23 -0.02 | 0.00 -0.23 -0.47 | -0.81 -0.66 -1.12 -0.72 -0.40 +0.50 +0.07 +0.43 | 0.00 -0.45 -0.22 -0.33 -2.51 +0.78

601.00 601.00 597.42 602.00 | 602.00 604.23 605.50 604.45 605.07 602.85 596.06 595.19 590.65 589.02 581.90 | 552.05 529.90 526.50 526.71 | 526.71 528.05 531.52 | 552.90 558.48 570.90 581.16 582.64 578.68 577.65 572.88 | 584.28 586.49 590.00 600.63 594.45

132 | 115 112 115 112 | 132 | 115 CWR | 131 CWR | 131 CWR | 131-S | 131CWR | 131-S | 131-N

CONSTRUCTED BY CHICAGO PEORIA AND ST.LOUIS RR-DATE UNKNOWN
PURCHASED BY CHICAGO AND ILLINOIS MIDLAND-1926
SOLD TO ILLINOIS MIDLAND TRANSPORTATION-1987
UNION PACIFIC HAS TRACKAGE RIGHTS OVER I&M FROM BARR TO RIDGELY PER AGREEMENT 202013 DATED 8-27-1997
CONSTRUCTED BY CHICAGO PEORIA AND ST.LOUIS RR-DATE UNKNOWN
PURCHASED BY CHICAGO AND ILLINOIS MIDLAND-1926
SOLD TO ILLINOIS MIDLAND TRANSPORTATION-1987
* UNION PACIFIC HAS TRACKAGE RIGHTS OVER I&M FROM BARR TO RIDGELY PER AGREEMENT 202013 DATED 8-27-1997

75
7
78.80 PS=10 TO
REMOVE TO
INSTALL No. 15 POTO
"CANTRALL"
REMOVE TO
INSTALL No.15 POTO
75.X
131.72 PS= POTO = PEORIA SUB
75.20 PS=XX TO
74.30 PS=XX TO
70.10 PS=XX TO
Q D
PEORIA SUB TO NELSON
PEORIA SUB
TO NELSON
EL.
BARR JCT
75.20
EL. 612
ATHENS
73.2

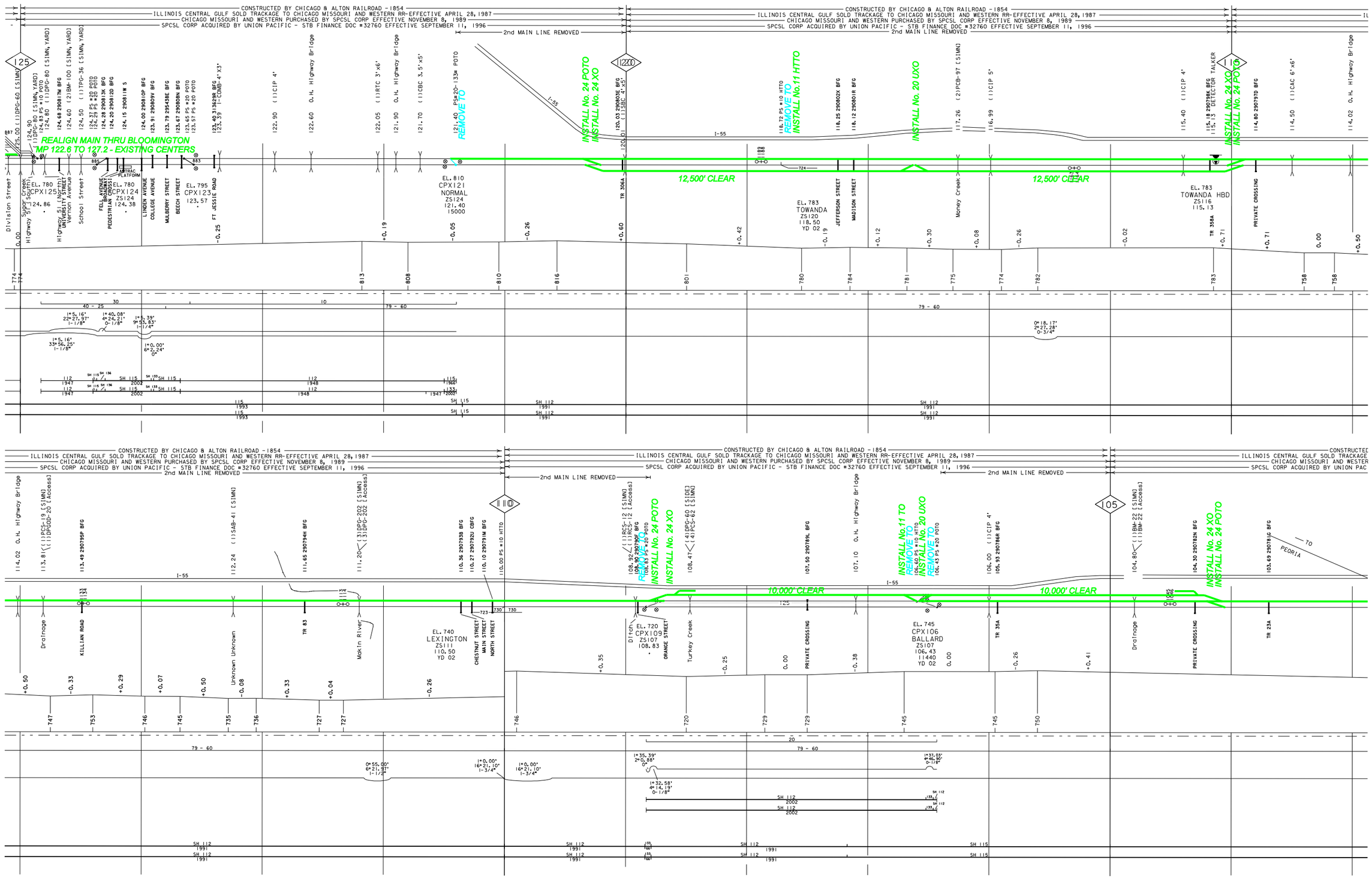
-2.51 +0.78 -0.57 -0.14 +0.25 -0.10 -0.27 -0.37 +0.46 +0.35 +0.17 -0.68 -0.89 -0.61 -0.25 +0.06 +0.28 +0.28 -0.18 +0.50 +0.27 -0.27 -0.54 +0.02 +0.62 +0.94 +0.35 -0.49 -0.34 -0.28 0.00 -0.17 +0.12 -0.19

600.63 594.45 602.89 603.41 601.56 602.40 605.96 609.87 601.86 595.95 594.96 601.06 606.70 619.90 622.80 619.41 615.11 618.75 614.26 612.83 616.25 612.79 612.31 602.24 596.99 593.48 604.61 607.36 610.48 610.48 613.95 611.71 614.71

131CWR | 131-N | 131CWR | 131 | 131CWR | 131-N | 112 | 131

- CONCEPTUAL -
FOR REVIEW/DISCUSSION

DATE: 02/19/09
SHEET NUMBER 09 of 15
UNION PACIFIC RAILROAD
Office of AVP Engineering Design
LOCATION: Springfield Subdivision



- CONCEPTUAL -

FOR REVIEW/DISCUSSION

DATE: 03/07/08

SHEET NUMBER 10 of 15

UNION PACIFIC RAILROAD

Office of AVP Engineering Design

LOCATION: JOLIET SUBDIVISION

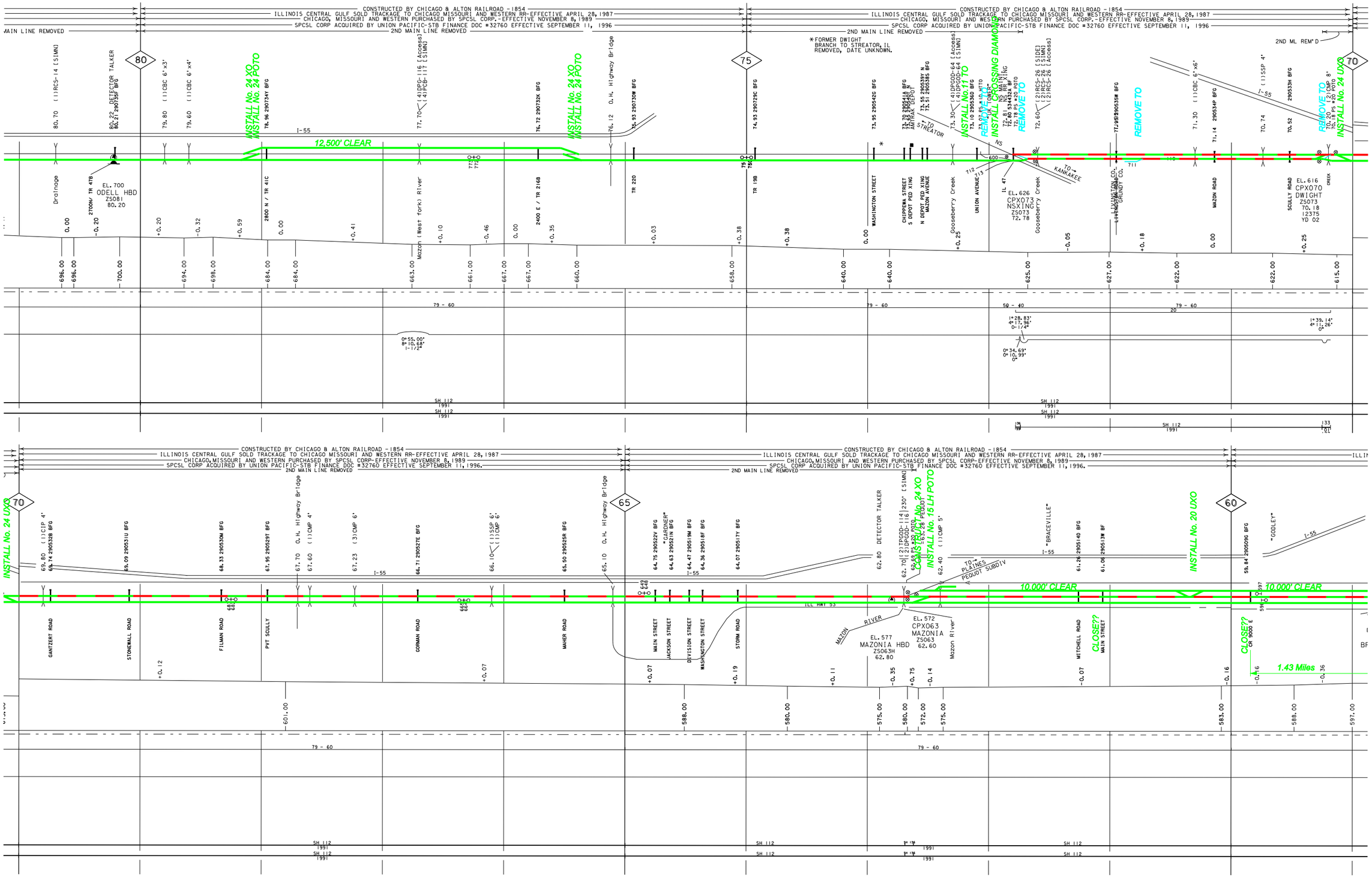
DATE: 03/07/08

SHEET NUMBER 11 of 15

UNION PACIFIC RAILROAD

Office of AVP Engineering Design

LOCATION: JOLIET SUBDIVISION



- CONCEPTUAL -

FOR REVIEW/DISCUSSION

DATE:	03/07/08
SHEET NUMBER	12 of 15
LOCATION:	JOLIET SUBDIVISION

UNION PACIFIC RAILROAD — Office of AVP Engineering Design

CONSTRUCTED BY CHICAGO & ALTON RAILROAD - 1854
ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987
CHICAGO, MISSOURI AND WESTERN PURCHASED BY SPCSL CORP-EFFECTIVE NOVEMBER 8, 1989
SPCSL CORP ACQUIRED BY UNION PACIFIC-STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996.

58.80 PS ≡10 HTTO
REMOVE TO COMMONWEALTH EDISON CO. "DRESDEN NUCLEAR POWER PLANT"
INSTALL No.11 TO
INSTALL No. 24 XO
INSTALL No. 24 POTO
58.41 290508A BF
57.71 290507T BFG
57.71 (1)CBC 7'x3'
"BRAIDWOOD"
57.31 290506L CBFG
55.70 2-COMB-3.3'
55.30 DETECTOR READER #628
54.85 290505E BFG
54.79 PS ≡10 HTTO
REMOVE SETOUT TRACK
54.14 PS ≡10 HTTO
53.42 290503R BFG
53.00 290502J BF
(5)DPGOD-540 [SIMM]
52.80
(1)DPGOD-34 [Access]
(1)DPGOD-34 [Access]
(1)DPGOD-34 [SIMM]
52.70
52.54 290500V BFG
(4)DPG-168 [Access]
(4)DPG-168 [Access]
(4)DPG-168 [SIMM]
52.50
52.42 290499D S
INSTALL No.20 POTO
MP 51.99
INSTALL No.20 POTO
MP 51.99
51.94 290498W BF
51.88 PS ≡10 HTTO
INSTALL No.11 HTTO
INSTALL No. 20 XO
CLOSE CROSSOVER
51.50 (1)CEB-13 [SIMM]
51.42 290497P BFG
INSTALL No. 20 XO
49.91 290496H XS
49.91 PS ≡10 HTTO
INSTALL No.20 POTO
MP 49.67
49.50 (2)DPGOD-104 [SIMM]
48.90 (1)CMP 6.5'
48.75 (1)CIP 5'
48.60 290494U BFG
48.00 O.H. Roll Bridge

EL. 597
BRAIDWOOD
NZ059
58.80
DIVISION STREET
CENTER STREET
MAIN STREET
AMTRAK DEPOT
COAL CITY ROAD
EL. 568
HITT
ZS055
54.50
2750
STRIP MINE ROAD
SOLDIER WIDOWS RD
Kankakee River
Water Street
KANKAKEE STREET
EL. 549
WILMINGTON
ZS053
52.50
Forked Creek
PRIVATE CROSSING
CR-FIB
DOW CHEMICAL
KANKAKEE RIVER RD
Creek
RIVER ROAD
CONST. 11,250 TF
DAMEN WILLS ROAD
EL. 584
PRAIRIE CREEK
ZS049
49.80
YD 02
Prairie Creek
ILL. HWY. 53
ORDINANCE XING (PV

IL HWY 129
IL HWY 53
IL HWY 53
55
50

597.00 | 597.00 | 580.00 | 571.00 | 558.00 | 566.00 | 560 | 567.00 | 564.00 | 568.00 | 566.00 | 546.00 | 559.00 | 563.00 | 563.00

79 - 60 | 79 - 60 | 55 - 65 | 65 - 60 | 79 - 60 | 79 - 60

I=46.00'
57° 17.90'
2-1/2"
I=36.00'
22° 18.00'
2"
I=3.00'
0=0.00'
2-1/4"

SH 119 CWR
2008
SH 119 CWR
2008
SH 112
1991
SH 112
1991
SH 112
1991
SH 112
1991

CONSTRUCTED BY CHICAGO & ALTON RR - 1854
TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987
CHICAGO, MISSOURI AND WESTERN PURCHASED BY SPCSL CORP-EFFECTIVE NOVEMBER 8, 1989
) BY UNION PACIFIC-STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996

ILLINOIS CENTRAL GULF SOLD TRACKAGE TO CHICAGO MISSOURI AND WESTERN RR-EFFECTIVE APRIL 28, 1987
CHICAGO, MISSOURI AND WESTERN PURCHASED BY SPCSL CORP-EFFECTIVE NOVEMBER 8, 1989
SPCSL CORP ACQUIRED BY UNION PACIFIC-STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996

CONSTRUCTED BY CHICAGO AND ALTON RR-1854
ST. LOUIS DIVISION

48.00 O.H. Roll Bridge
47.82 290493M S
47.30 (1)SAC 10'x9'
"ARSENAL"
46.74 (1)CP 6'
46.64 PS ≡11 HTTO
46.64 290492F BFG
REALTY SERVICES
606
605
46.26 920203D BFG
45.77 290490S BFG
45.69 PS ≡10 HTTO
REMOVE SETOUT TRACK
45.18 PS ≡10 HTTO
REALIGN MAIN TRACK TO WEST
44.40 (2)DPG-97 [SIMM]
44.10 (1)CMP 4'
44.00 DETECTOR TALKER
42.60 (1)CEB-11 [SIMM]
42.45 290486C BF
INSTALL No.24 UXO
41.44 290494N BF
INSTALL No. 15 POTO
INSTALL No. 24 XO
JOLIET INTERMODAL
40.49 (1)ZMP 45'
40.39 289771E BFG
INSTALL No. 24 XO
INSTALL No. 15 POTO
INSTALL No.24 XO
INSTALL No.11 HTTO
INSTALL No.20 UXO
39.68 O.H. Highway Bridge
39.35 (1)CP 5'
38.80 (1)CAC 17'x15'
38.80 SP BAR
REMOVE TO
38.50 (1)DPC-80 [SIMM]
38.30 (4)DPC-255 [SIMM]
INSTALL No.20 POTO
38.10 (2) O.H. Highway Bridge
37.90 (3)DPC-72 [SIMM]
37.80 PS ≡10 HTTO
37.19 PS ≡10 HTTO
REMOVE XO
REMOVE TO
INSTALL No.20 UXO
37.60 (3)BM-64 [NO LD]
37.28 METRA XING
37.10 (4)BM-68 [NO LD]
REMOVE XO
REMOVE PUZZLE TO
INSTALL No.20 XO
37.00 (4)BM-68 [NO LD]
YARD LIMIT
37.00 (4)BM-68 [YD, ≡1, ≡210]

REALTY SERVICES
PUMP XING (PRIVAT
HOFF ROAD
STRAWN ROAD
MISSISSIPPI ST
EL. 645
ELWOOD
ZS046
45.60
4000
YD 02
Jackson Creek
EL. 630
ELWOOD HBD
ZS044
44.00
ARSENAL ROAD
Cedar Creek
MILLSDALE ROAD
SCHWEITZER ROAD
EL. 631
GLOBAL 4
ZS042
41.40
LARAWAY ROAD
ZURICH RD
SUGAR CRK
EL. 600
CYTEX
38.80
Chicago Street
Hickory Creek
I-80 E
I-80 W
EL. 561
SO. JOLIET
ZS039
37.90
YD 01, 77
5th Avenue
4th Avenue
Osgood Street
EL. 549 UD TOWER
JOLIET
ZS037
37.3
BNSF
WASHINGTON
NEW STREET
Jefferson Street
Clinton Street
Cass Street
EL.
YD

624.00 | 622.00 | 643.00 | 646.00 | 621.00 | 630.00 | 613.00 | 620.00 | 630.00 | 633.00 | 624.00 | 553.00 | 549.00 | 549.00

79 - 60 | 70 - 60 | 79 - 60 | 79 - 60 | 79 - 60 | 55 - 55 | 35 - 35 | 20 - 180 | 10 - 30 | 35 - 35 | 20 - 101 | 10 - 10

I=30.00'
0=0.00'
2-3/4"
I=52.62'
27° 3.98'
3-1/4"
I=59.16'
48° 35.84'
3"
I=47.16'
38° 23.94'
3"
2=21.84'
10=17.00'
1-3/4"
3=35.58'
12=19.44'
0-1/2"
7=40.00'
0=0.00'
0"
2=39.36'
13=10.43'
1-7/16"
3=17.40'
12=32.09'
0-15/16"

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Color table: \\omhq5573\vparm\CAD_Config\Bentley\Workspace\Standards\data\PPR.tbl
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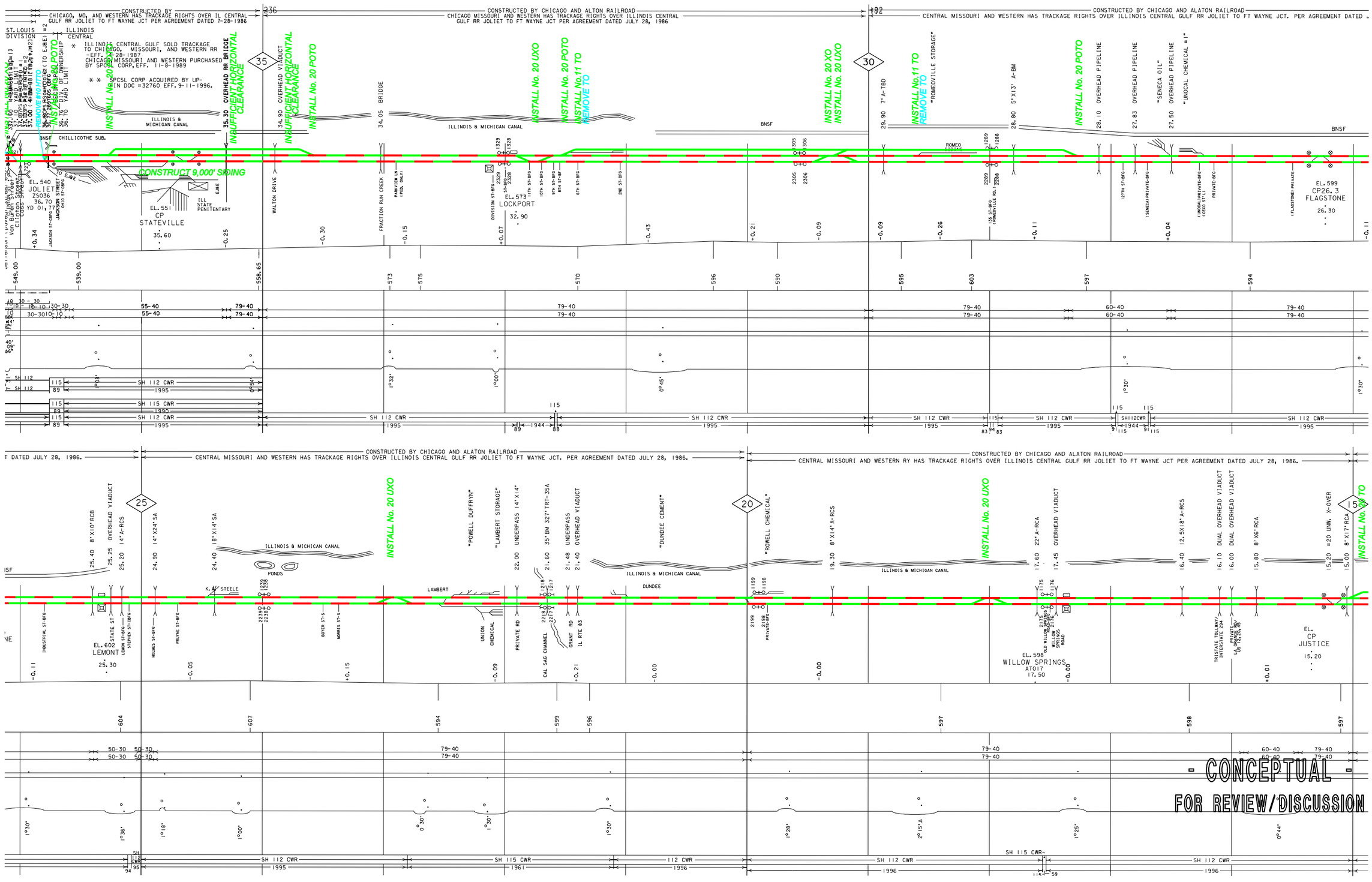
Model: Default
(English) S:\Straightline EFMS\Joliet\Joliet Capacity Track 2B.dgn
Plotfile Generated: 24-SEP-2009 17:05

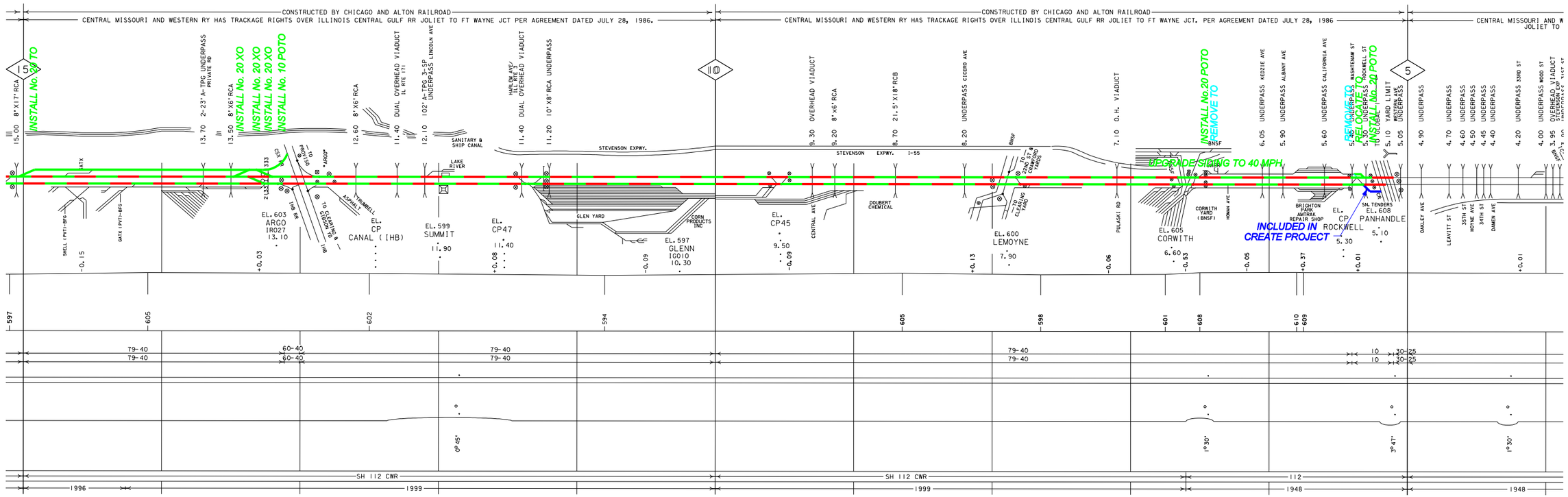
- CONCEPTUAL -
FOR REVIEW/DISCUSSION

DATE: 03/07/08
SHEET NUMBER 13 of 15

UNION PACIFIC RAILROAD
Office of AVP Engineering Design
LOCATION: JOLIET SUBDIVISION



DATE: 03/07/08
SHEET NUMBER 14 of 15
UNION PACIFIC RAILROAD
Office of AVP Engineering Design
LOCATION: JOLIET SUBDIVISION



- CONCEPTUAL -
FOR REVIEW/DISCUSSION

DATE: 03/07/08	UNION PACIFIC RAILROAD — Office of AVP Engineering Design
SHEET NUMBER 15 of 15	LOCATION: JOLIET SUBDIVISION

Upload #7

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	PE Stringline-DT

DRAFT - IDOT / SPCSL Track 2 Stimulus RTC Analysis

UP Network Planning

9/16/2009

Chicago - St. Louis

	A	B		C	
Measurements	**Base**	**Track 2A**		**Track 2B**	
Daily Trains		**Actl**	**vs Base**	**Actl**	**vs Base**
Corridor - 79 MPH	8	2	-	0	-
Corridor - 110 MPH	0	6	-	16	-
Corridor Express	*0*	*1*	-	*9*	-
Corridor Standard	*0*	*5*	-	*7*	-
Texas Eagle	2	2	-	2	-
UP Joliet Intermodal Trains	7	7	-	15	-
On Time Performance (RTC Model)					
Corridor - 79 MPH	73%	80%	7%	-	-
Corridor - 110 MPH	-	80%	-	90%	-
Corridor Express	-	-	-	*90%*	-
Corridor Standard	-	-	-	*90%*	-
Texas Eagle	67%	80%	13%	90%	23%
Transit Hrs per Train					
Corridor - 79 MPH	5.5	5.0	10%	-	-
Corridor - 110 MPH	-	4.4	-	4.0	-
Corridor Express	-	-	-	*3.8*	-
Corridor Standard	-	-	-	*4.2*	-
Texas Eagle	6.0	5.9	3%	5.5	8%
Velocity (MPH)					
Corridor - 79 MPH	52.9	54.7	3%	-	-
Corridor - 110 MPH	-	62.0	-	72.6	-
Corridor Express	-	-	-	*76.0*	-
Corridor Standard	-	-	-	*68.9*	-
Texas Eagle	48.0	49.5	3%	53.0	10%
Delay Min per 10,000 TM					
Corridor - 79 MPH	686	344	50%	-	-
Corridor - 110 MPH	-	434	-	156	-
Corridor Express	-	-	-	*123*	-
Corridor Standard	-	-	-	*197*	-
Texas Eagle	1,559	1,158	26%	522	67%

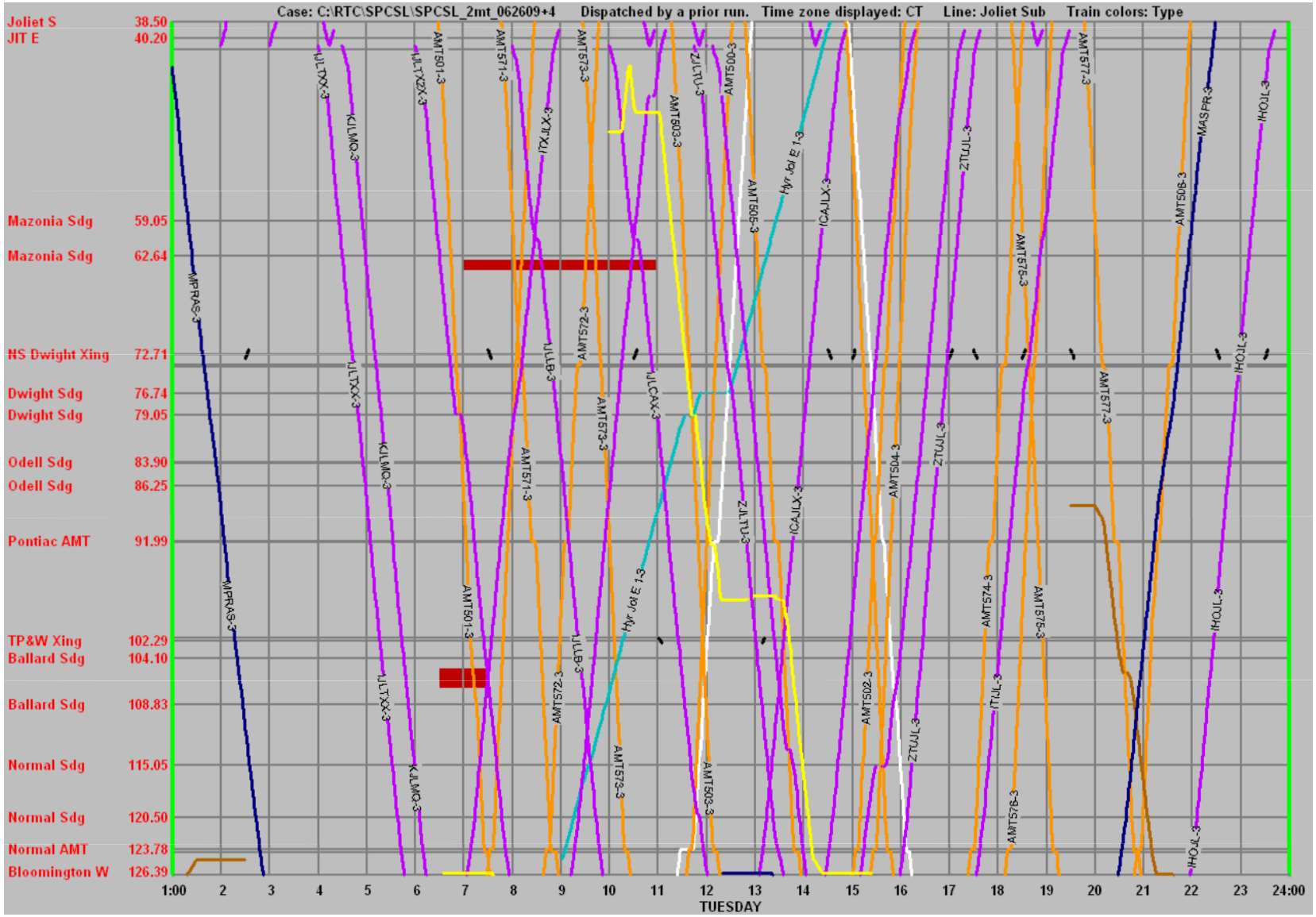
Legend for UPRR Chicago-St. Louis Stringlines:

Color	Train Type	Remarks
White	Amtrak “Texas Eagle”	
Orange	Amtrak “Lincoln Service”	
Purple	UPRR Future Joliet Intermodal Trains	
Yellow	UPRR Local Trains	
Black	Foreign Road (BNSF, CN, NS, etc.) Freights	Appear on stringlines at Dwight (NS Crossing) and between Iles and Hazel Dell, etc.
Aqua Blue	High-rail Inspectors	
Dark Blue	UPRR Manifests/Coal Trains	
Dark Orange	UPRR Grain Trains	
Horizontal Red Bars	Form B Track Work	For 2004 ROD (2A) scenario, with limited double-track, trains must wait for Form Bs to clear; in Full Double-Track (2B) scenario, trains can pass at track speed on the opposing track (this is why it appears that trains go “through” the Form B holds in the stringlines).

The scenarios and operating strategies conveyed in the stringlines should be considered provisional and reflect some of the unusual occurrences that can take place on a mixed-use, high-speed corridor.

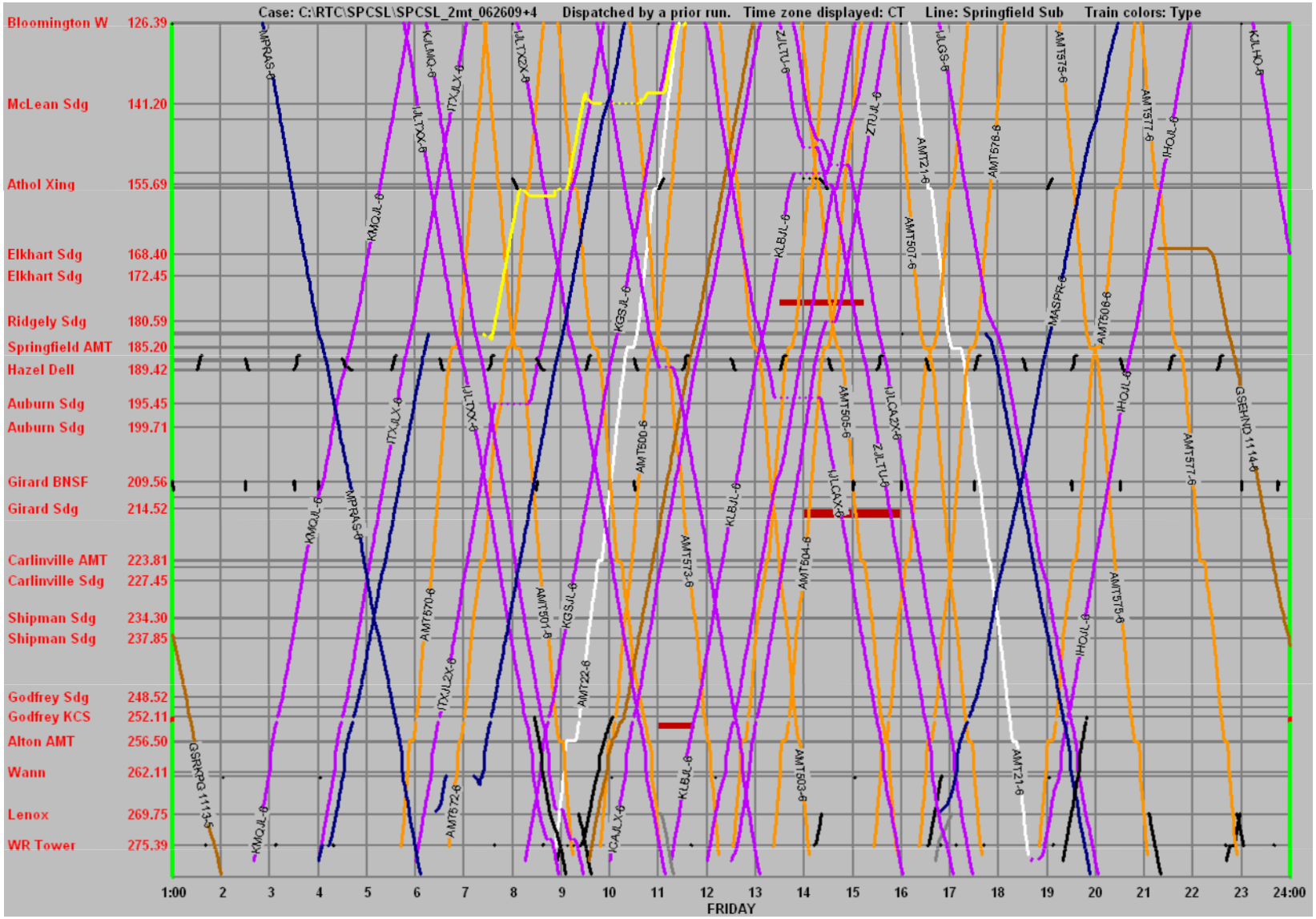
SPCSL RTC Simulation: Track 2b

Joliet Sub Stringline - Tuesday



SPCSL RTC Simulation: Track 2b

Springfield Sub Stringline - Friday

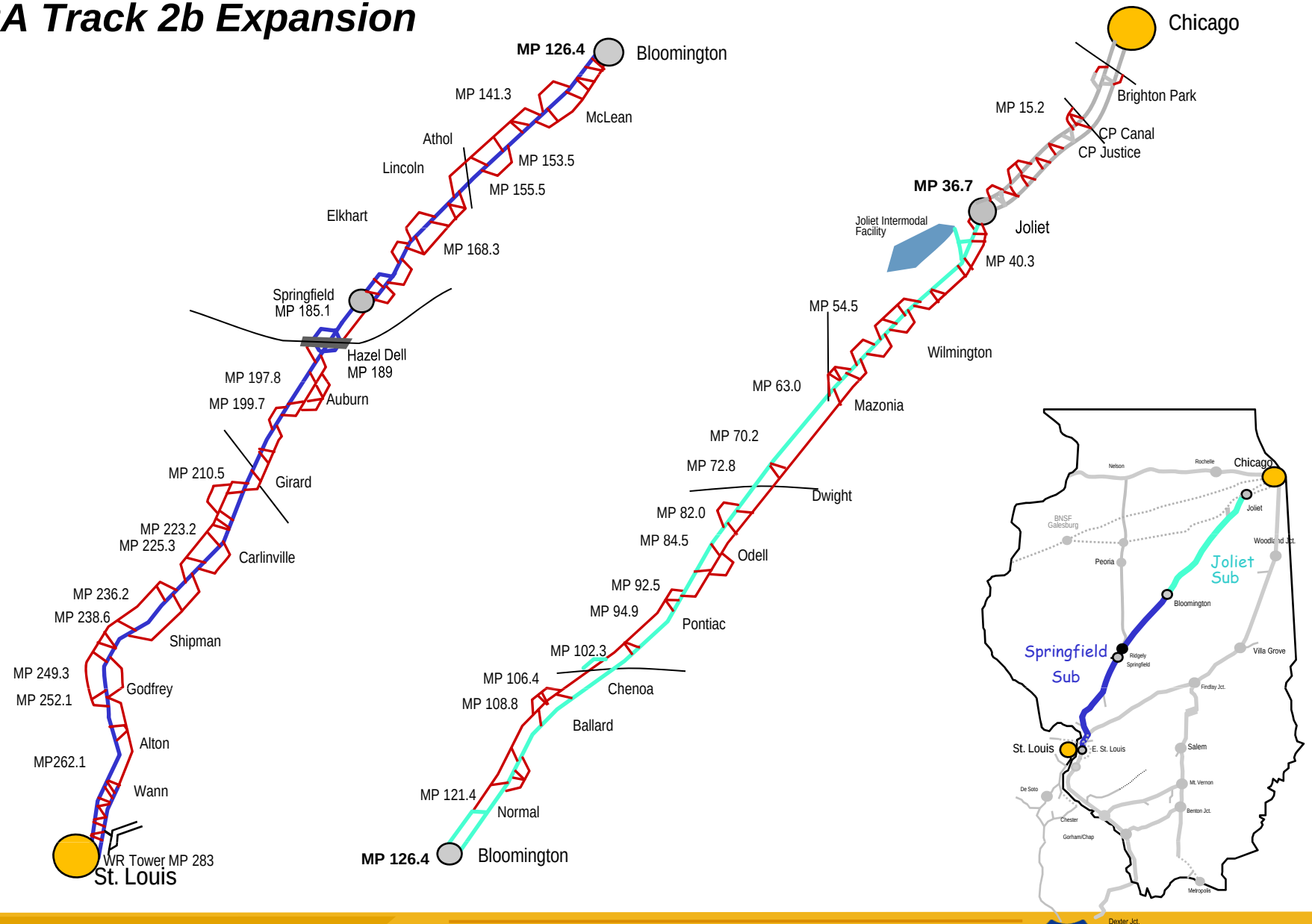


Upload #8

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	PE-Schematic-DT

SPCSL

ARRA Track 2b Expansion



Upload #9

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	PE-Stations-DT

Station Manual
Version 2.2

Station Program & Planning

Standards and Guidelines

FINAL DRAFT

The following document represents the final draft of Amtrak's Station Program and Planning – Standards and Guidelines. The finalization is pending Amtrak's internal approval process. As indicated in the body of the document, the guidelines will be updated, based upon comments, feedback, and internal Business Plan decisions that impact our approach to station design. It should always be verified that the most current version is in use.

The numbering system represents a nomenclature, similar to software upgrades. In this case, Version 2.2, the first number represents the major issuance, while the second number represents modifications. For example, the current document has gone through two sets of revisions.

This document is available for download on the Great American Stations web site – GreatAmericanStations.com. Questions may be directed to the contacts listed in Appendix A of this document.

PRINTING NOTES

This file has been converted to an electronic PDF format to simplify the reproduction process. The document is formatted to print the body of the text, from the Final Draft Notice up to the back cover, in a double-sided configuration.

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EXECUTIVE SUMMARY

"More than mere movement is involved in transit. The entranceways, tunnels, and trains – even signage – of these arteries of life provide temporary habitation for millions of persons, touching their daily lives as much as the offices in which they work or the houses or apartments to which they repair in the evening do. Moreover, the best transit solutions engage architecture." Robert A. Ivy, FAIA[1]

THE LORE OF STATIONS

Throughout the years of railroad history, stations have been viewed as literal and figurative gateways to our cities, just as the city gate was to the ancient city. Through the 1850s, various station layouts and architectural styles were tested throughout Europe, with more provincial versions appearing in the United States. The mid-century saw a more standardized station type, moving from the Picturesque to the Gothic style, and eventually, in the United States to Richardsonian Romanesque. The turn of the century marked an important era in the evolution of the train station. Stations of great magnitude and significance were in their heyday. In his book, *The Railroad Station*[2], Carroll Meeks referred to this time as "megalomania".

This was especially true in the United States where each railroad and city sought to be grander than the next. The display of opulence, prestige and power of the competing railroads led to masterpieces like Union Station in Washington, D.C., 30th Street Station in Philadelphia, Grand Central Terminal and the former New York Penn Station, as well as Union Stations in Kansas City, Los Angeles and Chicago.

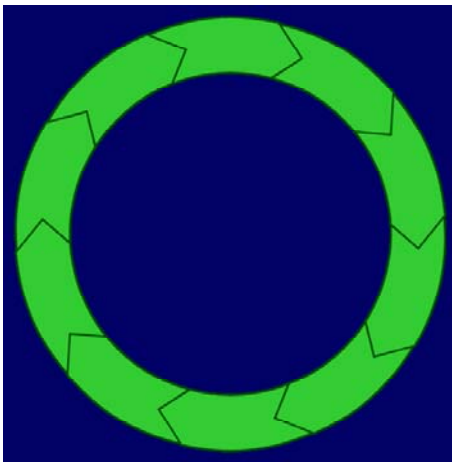
As we move into the next century, we find ourselves in a different mindset for transportation. Railroads no longer hold the same power they once did. Society today is focused on immediacy and high levels of service, and although there is a tremendous nostalgia for the look and feel of our beautiful historic stations, the original physical conditions need to be adjusted to the travelers' needs for today in recognition of later technology. Amtrak is developing the following design and planning standards to be utilized to support development of both new and historic stations. Station design is the interface between intercity train passengers and Amtrak's service, a cohesive link to all the components of the service.

THE SEAMLESS JOURNEY

To further the goal of delivering quality intercity passenger rail service, Amtrak has developed a philosophy of the Seamless Journey that comprises ten components of the travel experience. The term "Seamless Journey" refers to the concept of providing service to Amtrak customers from the beginning to the end of the passenger trip. It includes delivering needed information at all points of the trip-making process; supporting simplified decision-making and choices; and providing an appealing, safe, comfortable and quality experience throughout the trip.

The service model is organized around ten points of customer contact, depicted as the Seamless Journey, shown below.

The Seamless Journey



*As shown, seven out of the ten steps happen in or around the station.

CONSISTENT QUALITY SERVICE

Amtrak's market research has shown that the Amtrak brand needs to continually evolve to accommodate customer needs in recognition of competition and advancing technology. In addition, the brand needs to be synonymous with consistent quality service—in all its dimensions. In recognition of the need to identify the elements of quality passenger train service, Amtrak has pursued continuing improvements to service standards. Recognizing the importance of stations, Amtrak has developed these Planning and Design Guidelines.

Amtrak stations vary radically in size, scale, aesthetic, environment, age, location, ridership and ownership, creating a dilemma for consistency. A system of categorizing stations according to ridership, revenue and associated minimum amenities was developed. The intent of these standards and guidelines is to create the consistent relationships and approaches for services and amenities within these categories, as desired by our passengers, even though each location may have its own unique character that is appropriate for the community served.

For stations, the area of architecture and environmental design (graphics and signage) cannot be underestimated, as this presents one of the strongest areas of visual identity and presence. The station is Amtrak's literal and figurative front door.

LEVERAGING PUBLIC AND PRIVATE PARTNERSHIPS

A public/private partnership is essential to providing a successful passenger rail services to communities. The history of such partnerships is well documented with many states, municipalities and private enterprise working together with Amtrak to improve train routes, station facilities and assets.

In order to achieve its business vision, Amtrak must continually seek new and innovative opportunities to develop mutually beneficial alliances with public and private entities. Amtrak will assertively develop commercial, service and investment partnerships with the intent to enhance our products and improve efficiency of operations.

In stations, this becomes particularly important. Where one group alone might not be able to adequately achieve the combination of required and desired scope, a partnership can achieve mutually compatible goals. A partnership can effectively leverage joint funding and more effectively utilize limited financial resources that might be available to each partner. In some cases, the contribution is financial and, in some cases, the contribution is offered through technical expertise. In exchange for financial participation, partnerships are often developed to eliminate operating and maintenance expenses for a specified period of time. In any partnership, responsibility for maintenance, operating expenses and capital investment needs to be clearly defined and assigned to stakeholders, so that initiatives to secure long-term funding can be addressed. The responsibility extends beyond the station building and includes parking, landscaping, security and platform maintenance.

Most often, partnerships pertain to larger scale initiatives, such as an overall Amtrak/state approach to corridor service and station improvements, but it can also be beneficial at individual locations, as long as the partnership supports the larger goals of the corporation and the community. Local participation can successfully address issues that are specific to that community and, as such, should not be overlooked.

The following photographs depict some before and after shots displaying potential improvements that can be achieved with active community involvement.

MENDOTA, ILLINOIS IN 1994

MENDOTA, ILLINOIS IN 2000

In 1994, prior to the City purchasing the station from the Burlington Northern Santa Fe Railway, the roof had several holes, the heating system was antiquated and the platform condition was poor. The parking lot was in dire need of surfacing and circulation redesign.

Today, this totally remodeled station houses the Mendota railroad museum and Amtrak waiting room. With a new roof, a new platform in compliance with the Americans with Disabilities Act (ADA), new parking lot and a donated steam locomotive with caboose on site, there is increased civic pride in the Mendota community, as well as improved passenger comfort within the station.

CORRIDOR DEVELOPMENT

Amtrak is committed to the development of passenger rail corridors across the country and is actively working with states, planning authorities and host railroads to jointly plan and implement expanded and new rail services. In a time of rising fuel costs, increased awareness of the importance of energy-efficiency and environmental impacts, and ever increasing highway congestion, state-supported corridors have become the fastest growing part of Amtrak's business.

EXISTING NATIONWIDE NETWORK

State interests have generally aligned with the federally designated high-speed rail corridors. These include:

California Corridor: Sacramento, Bay Area, Los Angeles to San Diego
Chicago Hub Corridor: Chicago to Milwaukee, Minneapolis, Detroit and St Louis connecting to Cleveland, Columbus and Cincinnati, Ohio
Empire State Corridor: New York City, Albany to Buffalo
Florida Corridor: Miami, Orlando to Tampa
Gulf Coast Corridor: Mobile, New Orleans to Houston with connections to Birmingham
Keystone Corridor: Philadelphia and Harrisburg and on to Pittsburgh
Pacific Northwest Corridor: Eugene, Portland, Seattle, Vancouver
Southeast Corridor: Washington D.C., Richmond with connections to Newport News, Raleigh, Atlanta and connecting to the Southeast/Gulf Coast Corridor.
South/Central Corridor: San Antonio, Austin, Dallas to Oklahoma City and Little Rock
Southeast/Gulf Coast Connection: Birmingham, Atlanta, Macon and Savannah to Jacksonville
Northern New England Corridor: Boston to Montreal through Maine, Vermont and New Hampshire

Much of the work identified within these guidelines was developed as part of the Northeast Corridor High-Speed Rail project and the launch of Acela service. As part of this initiative, there was recognition that a newly developed service would not be truly successful unless a holistic approach was adopted, recognizing the overall travel experience. The lessons learned are being applied to implement consistent system-wide standards and tools to be utilized for both corridor and long distance services.

CONTINUING EFFORTS

From the smallest sign to larger scale urban initiatives that are taking place, station improvements are fostering a new focus on the social significance of architecture and design in Amtrak and state rail corridor environments. This is a long-term commitment with an ongoing effort to sustain success and progress, and is dependent upon funding availability. By utilizing service standards categories, ridership and revenue trends, along with partnership opportunities, the assessments will serve as a basis for the prioritization for levels of improvements to meet functional requirements and standards of quality service. The following guidelines provide insight to be used in the development of new construction or renovation projects.

> THE MANUAL IS NOT INTENDED TO CREATE A "COOKIE CUTTER" DESIGN, NOR DOES IT SUBSTITUTE FOR CONSULTATION, REVIEW AND APPROVAL BY AMTRAK.

The following basic issues need to be considered during the design process:

- Understand that Amtrak stations represent both local and national concerns
- Incorporate passenger needs with a safe and clean station environment that is consistent with the overall service design
- Provide an architecturally intuitive design that, through spatial design and lighting, provides a clear and effective manner of moving through the station, and is then supplemented by signage
- Recognize that ridership and service types offered have an impact on the appropriateness of scale and design
- Analyze the trackside implications, including track, signal and interlocking configurations that may impact siting, construction phasing and access and project costs
- Support security initiatives as screening processes are defined and developed

All stations must be compliant with federal, state and local laws, regulations and codes, including the Americans with Disabilities Act of 1990 (ADA) and its implementing regulations. It is crucial that renovation projects address these issues as a priority for the project scope. The ADA and associated architectural guidelines (the ADA Accessibility Guidelines or ADAAG) are available on the Internet at www.access-board.gov. In addition, a facility checklist is available online that provides a methodology of checking key components of compliance throughout the design process.

All station space requirements and plans must be reviewed by Amtrak to ensure adherence to these standards. Reviews typically take place after program requirements are developed, at 30 percent (schematic) design, 60 percent (development) design and at 90 percent (construction document) design. The 90 percent design phase is the final review for incorporating all review comments prior to issuing 100 percent documents for bidding. Outside of Amtrak's right-of-way (most of the national system), the host (owning) freight railroad will also require review and approval, especially as it pertains to track considerations, platform and canopy clearances.

If platforms are to be renewed or redesigned, contact Amtrak as new DOT guidelines may have an impact on the design process. In addition, other agencies may review project documents, including Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and state and/or local authorities having jurisdiction or providing project funding, Amtrak will assign a single point of contact within the organization to coordinate internal document distribution and reviews; see Appendix A for contact names.

While exceptions to design and functional requirements may occur, these are to be discussed with Amtrak and evaluated within the context of the national system. Local solutions that conflict with Amtrak's national system of goals and objectives may not be approved.

THE SEAMLESS JOURNEY

1. LEARNING

Learning is the first step in introducing Amtrak to potential passengers. Information is available through many channels: print, radio, television, internet, and other media outlets. Learning is the opportunity to present general information, provide links to promotions and co-branded partnerships, and communicate a customer-focused image.

2. PLANNING

Planning introduces our passengers and potential passengers to information to help research their trip, find the best fare, book tickets and get the most out of the Amtrak experience. Amtrak has developed a world class on-line reservation and ticketing system — www.amtrak.com — that provides information on schedules and fares, as well as route and station information, links to promotions including Amtrak Guest Rewards for frequent travelers and Amtrak Vacations, and permits passengers to book reservations on-line. Information and reservation assistance is also available by calling Amtrak's Reservation Sales Call Center at 1-800-USA-RAIL, through travel agents, and at Amtrak ticket offices. Planning is also where information is provided to assist passengers with special needs and on accessibility to stations and trains.

3. STARTING

At the start of the journey, there must be adequate access to train and station information. This means ready access to train schedules, service and train status information using traditional reference material and the internet. Amtrak also provides data for intelligent highway sign systems and Amtrak “trailblazing” signs providing station location directions to motorists. Amtrak also provides information to connecting transportation modes and travel organizations.

4. ENTERING

The opportunity to welcome passengers into Amtrak's care is accomplished through clear consistent wayfinding information and up-to-the-minute train status at key points along the path of travel. The area in front of the station is the entry plaza to the building, creating an orientation and transition between the city or town and the station, setting the tone for arrivals or departures. Entrances and parking, including accessible paths, should be readily identifiable, with a consistent visual vocabulary that incorporates a system-wide approach to information signing and wayfinding. Entrances should be weather protected. In addition, shelters should be considered where people wait, such as pick-up/drop-off areas, taxi queues and transitions to intermodal services, especially when more than 50 feet from another area of protection.

5. TICKETING

In this step of the Seamless Journey the passenger discovers the range of ticketing options that Amtrak offers. During the planning stage the passenger may have made reservations and opted to have their tickets mailed to them (TBM–Tickets Bt Mail) by Amtrak or a travel agent, or used Advance Pay (AP) to prepay and obtain their tickets from an agent or a Quik-Track self-service ticketing machine. Passengers may also purchase and pick-up tickets at a station ticket office or Quik-Trak. In addition, ticket offices are a place to gather information and become one of the most consistent opportunities to display the Amtrak identity and approved graphics.

6. WAITING

A range of waiting environments should be considered to provide diversion, information and business services, depending upon the product offering at each specific location. Waiting options should include ClubAcela or Amtrak's Metropolitan Lounges in large, high volume stations. General waiting areas should have visibility to many areas of the station and tracks and retail options that include coffee and newspapers, with additional offerings based upon ridership levels and market demand. Train information should be readily visible in the main waiting area, supplemented by smaller displays as required, including in retail and lounge areas. Public address systems should be clearly audible, including in restrooms and open food service areas. Amtrak is currently designing a new Passenger Information Display System (PIDS) to incorporate visual and audio train information. Where required, security systems and personnel should be readily visible. Retail should be suitable for the passenger demographics at the location and sized for the economic viability of the surrounding area.

7. BOARDING

Boarding consists of the transition from waiting areas to platforms to trains and should ensure customer confidence levels with adequate information. In many stations, a platform dwell strategy will be implemented to ensure minimized dwell times. Information on where to wait and board should be conveyed through the use of platform signage (variable and static) and announcements. Station personnel may assist in directing the process.

8. RIDING

Three product offerings are currently provided by Amtrak: High speed (Acela Service), regional corridor, and long distance services, Acela provides first class and business class services. Regional corridor service may provide two classes of service—business and coach—though many corridors provide only coach service. Long distance trains offer both coach and first class (sleeping car) service. Station designs should consider the types of products and services being offered, as it will impact the design approach for both spatial relationships and aesthetics. Priorities for passenger services differ, and the types of amenities offered may vary.

All of these products will have defined service levels and offerings to provide consistency within the system.

9. ARRIVING

Passengers must be oriented at the arrival point. Adequate station identification and platform and concourse signage for connecting travel and station amenities are required. Additional personnel at the platform level may be utilized for increased information assistance.

Many of the considerations associated with boarding need to be incorporated into the arrival process – particularly requirements for vertical circulation. The arrival at a station platform is just as much the front door to passengers as the building front door. Access to the station via stairs, escalators and elevators should be clearly identified with signage.

10. CONTINUING

Improved information and enhanced links to travel options are to be provided, either in wall displays, information kiosks or staffed information desks. Where possible, it is best to coordinate with local visitor bureaus or tourist centers to determine the availability of the most recent information, brochures and other related travel information.

STATION CATEGORIES

Amtrak serves or connects to over 800 locations, including over 500 rail stations and bus stops that extend Amtrak's rail network. However, 90 percent of riders use the top 125 stations within the system. This often creates a dilemma when creating a strategy for consistency within the system.

Through station workshops and study groups held with station managers, station categories were developed to group the wide array of existing station types and to provide a context for decision-making. The categories were developed to determine minimum requirements within the Amtrak network and provide a level of consistency, without mandating a generic design to be utilized in every location. The categories have been further refined and criteria updated as warranted. While the categories have been developed to set minimum standards, where there are opportunities for additional outside sources of funds, additional work to "upgrade" the station can be contemplated. However, long-term operating costs need to be considered before over-designing a project that does not have continuing sources of long-term financial support. A value-engineering effort should be completed to evaluate the potential for reducing operating and maintenance costs, without sacrificing the overall design intent.

For all of the defined categories, the ridership and revenue numbers are to be based upon Amtrak's most recent fiscal year statistics.

LARGE

The largest stations within the system, offer a full range of Amtrak services such as ticketing, information, baggage services, and selected stations provide a ClubAcela or Amtrak's Metropolitan Lounge. Large stations must meet the requirements for both a minimum of 400,000 Amtrak passengers and $35 million in ticket revenues per year, or be a major transportation terminal station. For example, the stations serving the AutoTrain, do not specifically meet the ridership requirements for large stations, but their unique service amenities suggest that they be included in this category. There are currently 30 stations placed in the large station category. Large stations account for over 60 percent of the annual ridership and more than 70 percent of passenger revenue.

MEDIUM

Medium stations are the most varied with small to mid-sized staffed stations that offer a smaller range of services comprised of ticketing and passenger assistance. Many medium stations are currently "one-person" facilities, and include waiting areas, restrooms and vending machines. These stations should have a minimum of 50,000 passengers per year and/or $500,000 in ticket revenue. It is acceptable for stations not meeting these requirements to be placed in the medium category, based upon the financial participation of external partners or an Amtrak decision for providing staffing for other business or service reasons. Careful consideration should be given to these decisions if the minimum requirements are not met. There are over 180 Medium

stations that account for over 30 percent of the total ridership, however, many of these locations contribute a minimum percentage of ridership and revenue within the system.

SMALL

Small stations are unstaffed stations that offer waiting areas and restrooms. They may be served by a caretaker, custodian or community stakeholders. Small stations should have a minimum of 10,000 passengers per year and/or $50,000 in revenue. Consideration should be given to future service opportunities and ridership projections. If ridership projections suggest substantial growth, propelling the station into a higher category, consideration should be given to expansion scenarios that would include Quik-Trak self-service ticketing and increased waiting capacity functions. The small category consists of over 170 stations accounting for approximately 5 percent of Amtrak's annual ridership.

BASIC

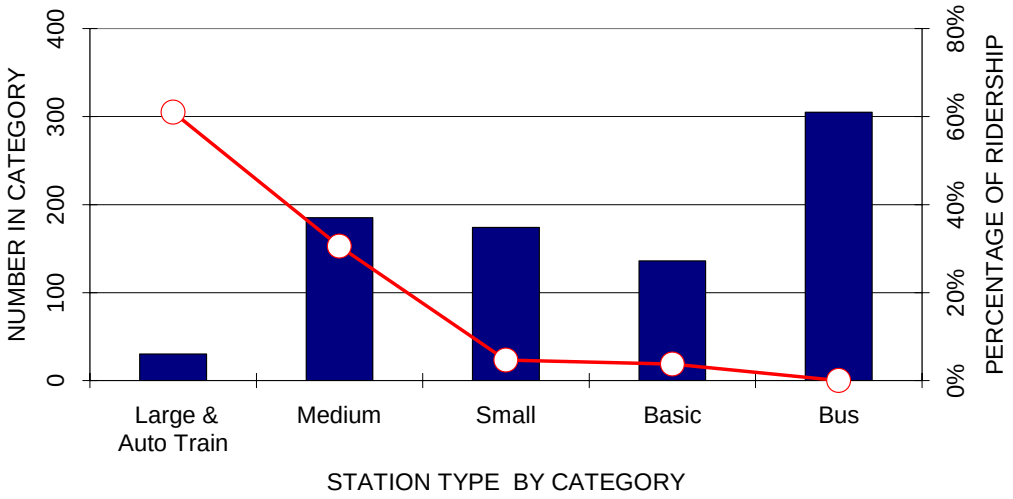
The basic stations are small unstaffed shelters on platforms, and are defined for ridership below 10,000 per year. Any station below 10,000 annual riders needs a complete evaluation as to the purpose for the location and specific requirements for that site. Stations below this target level will require substantial external financial sources. However, even with this evaluation, in order to provide an acceptable level of service, it is a mid-range goal that all stations meet the requirements of a small station, providing an enclosed and protected waiting area, beyond the minimum shelter.

With over 130 basic locations (not including the bus stops mentioned below), Basic stations account for less than 5 percent of the annual ridership nationally.

BUS

Nearly half of the service locations have connecting Amtrak bus services that are not currently included in these strategies. Some bus stops are part of state supported initiatives and are subject to frequent additions and deletions, while some offer connecting services to destination locations, such as a tourist site or resort areas.

The following chart clearly shows the relationship of ridership between the categories.



STATION COMPARISONS BETWEEN CATEGORY AND RIDERSHIP

ROUTE AND TRAIN CONSIST CONSIDERATIONS

The train service type (Acela, regional corridor, long distance) and specific consist (set of equipment making up a train) for each route serving a station will further impact station services and amenities. Specific criteria for features such as waiting area, and platform length and clearance are outlined in the guidelines. In addition, the design program for each station must be reviewed with Amtrak to allow for planned future service and route changes, space requirements for crew and mechanical staff and other business and route plan considerations.

STATION STANDARDS

The table on the following page provides the matrix of station categories, with their services and amenities.

STATIONS STANDARD MATRIX

		Large	Medium	Small	Basic	Bus
	Ridership Revenue	400,000 and $35M	50,000 and/ or $500K	10,000 and/ or $50K	< 10,000 <$50K	
1	ADA / FRA requirements	●	●	●	●	●
2	Trailblazer – highway signs	●	●	●	●	O
3	Paved parking	●	●	●	●	O
4	Auto / taxi pick-up / drop-off lanes	●	●	●	O	
5	Bicycle racks	●	●	●	O	O
6	Exterior signage / lighting	●	●	●	●	●
7	Amtrak standard signage	●	●	●	●	
8	Paved platform w/ canopy	●	●	●	●	
9	Platform lighting	●	●	●	●	
10	Trash receptacles	●	●	●	●	O
11	Trash pick-up / snow removal	●	●	●	●	O
12	Janitorial services	●	●	●		
13	Janitorial service / dedicated cleaning staff	●	●			
14	Caretaker w/ occasional janitor			●		
15	Waiting room	●	●	●		
16	Restrooms	●	●	●		
17	Shelter/waiting area				●	O
18	Quik-Trak	●	●	O	O	
19	Ticket Office	●	●			
20	Customer Service office	●				
21	Staffed information counter	●				
22	ClubAcela or Amtrak's Metropolitan Lounge	O				
23	Passenger boarding assistance	●	●	●		
24	Passenger assistance (Red Cap)	●	O			
25	Checked baggage	●	O			
26	Baggage storage	●	O			
27	Amtrak Express	O	O			
28	Information kiosk	●	●	●		O
29	Passenger Information Display System (PIDS)	●	●	●		
30	Train schedule board or poster				●	
31	Public Address system w/ PIDS	●	●			
32	Remote P/A w/ platform LED			●	●	
33	Pay telephones	●	●	●	●	
34	Security on site	●				
35	Security on call / Systems		●			
36	Security on call / Systems / call box			●		
37	Local police surveillance / call box				●	O
38	Mailbox / overnight service	●				
39	Mailbox nearby		●			
40	Restaurant / Food service	●	O			
41	Vending machines		●	O		
42	Shops (news, books, etc.)	●				
43	Newsstand or news racks		●	O	O	
44	Rental cars on call	●	O	O		
45	Rental cars on property	O				

O = Should be evaluated for inclusion, based upon business analysis for need, availability and cost

PLANNING AND DESIGN STANDARDS AND GUIDELINES

The following standards and guidelines have been developed to assist multiple internal and external stakeholders with undertaking station designs and renovations. The document is not intended to be a set of specifications, although more detailed typical plans and specifications may become a companion volume to this guide. This guide is also intended to be a flexible guideline. The guidelines are presented in recognition of the service philosophy of the Seamless Journey and address philosophies, programming, functionalities and specific components. Other standards may be referenced where the detail required is more than warranted within this summary.

For questions, comments or additional copies of this document, please contact the Amtrak personnel listed in Appendix A.

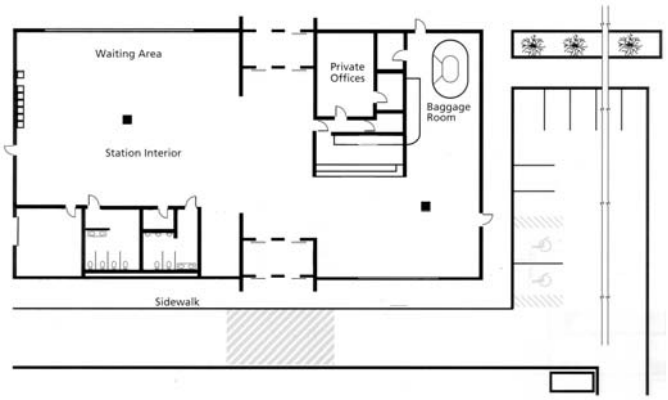
It is important to restate that the use of this document does not constitute Amtrak review and approval, nor does it substitute for coordination meetings that should be held over the life of the project. The most successful projects utilize the planning and design process to ensure that stakeholder requirements are being addressed fully and to ensure a system of open communication.

Refer to the Executive Summary for basic issues to be recognized in any project. In addition to the design intents listed in the Executive Summary, the following are to be considered:

- Verify zoning and permitting requirements
- Verify historical approvals as required by Section 106 of the National Historic Preservation Act of 1966 (NHPA)
- Comply with national and state environmental review requirements
- Accommodate and encourage intermodality
- Define activity levels as they relate to the location of the station, ridership projections, services offered and the frequency of trains
- Provide design to accommodate projected volume for fifteen years
- Consider the physical environment and context
- Consider zoning and planning and business development proposals related to the station in the larger surrounding area
- Design for both vehicular and pedestrian circulation patterns, including ADA requirements
- Design station circulation and flow to be simple, convenient and efficient
- Utilize materials and systems that are durable, energy efficient and easy to maintain
- Develop value engineering options that can reduce operating or maintenance costs, without sacrificing the overall design intent
- Include telecommunications and data requirements early in the design process. Many IT infrastructure issues can be effectively handled in coordination with electrical design and installation.

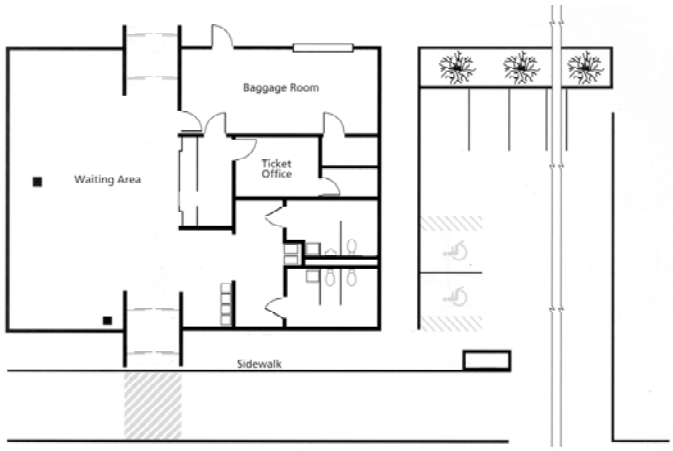
- Design public spaces with ADA, safety and security in mind
- Meet requirements for emergency egress identified in NFPA 130
- Arrange construction phasing plans to accommodate operations
- Consider options for adaptability for future growth
- Consider impacts on ventilation that over-the track configurations may require

Some typical and generic station plans from the Amtrak Graphic Signage Standards Manual are shown for reference. While these may be valid starting points for design consideration, it is important to note that each site will include unique characteristics, which will direct and govern the final design. In addition, these plans do not address retail concerns nor do they locate every amenity listed on the matrix. These diagrams are not at a specific scale and are included for illustrative purposes only. Additional generic plans will be developed for future releases of these guidelines.



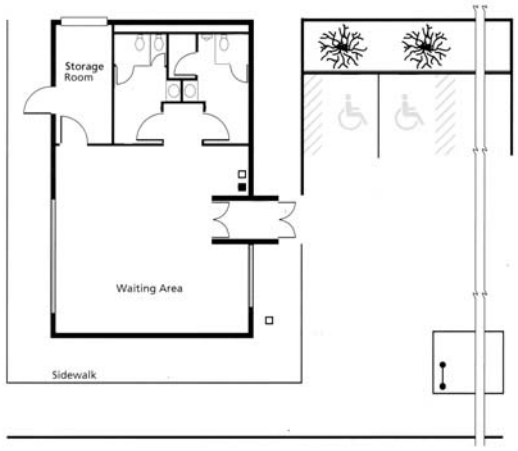
STATION LAYOUT OPTION B (LARGE)

This sample station configuration is for larger and intermediate sized cities with 150-300 passengers per peak hour (waiting room size will vary). The layout includes a staffed ticket office with staffed baggage service and baggage carousel.



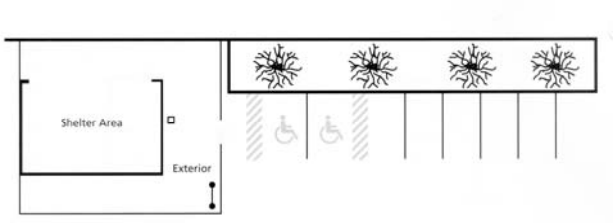
STATION LAYOUT OPTION C (MEDIUM)

A medium-sized layout intended to handle 50-150 passengers per peak hour, this layout offers a separate private office for the supervisor, along with a baggage room that is also used by ticketing staff.



STATION LAYOUT OPTION D (SMALL)

The configuration for a small unstaffed station with a minimal area for storage; the layout was conceived for lighter passenger volumes with between 25 -50 passengers in the peak hour.



SHELTER LAYOUT OPTION E (BASIC)

The minimal shelter configuration for smaller stations with less than 25 passengers per peak hour has no staffing or amenities and a waiting area that is not enclosed.

FUNCTIONAL REQUIREMENTS

The functional requirements for each station must be reviewed with the various stakeholders prior to development of design documentation. Amtrak's Strategic Partnerships and Business Development or Engineering departments typically coordinate internal reviews by various internal stakeholders, including station and district operations, and corporate management. Requirements must also be reviewed by sponsoring and funding authorities, which may include the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), state and local governments, community organizations, and/or private parties.

AMTRAK IDENTITY

Brand management practices dictate that the Amtrak corporate and product brands are used in ways that are consistent with approved guidelines. Misuse or changes to any Amtrak identity elements or brandmarks are not allowed, even in station applications.

TRAVELMARK

WORDMARK

SITE DESIGN

We have the opportunity to welcome passengers, provide clear consistent wayfinding information and provide up-to-the-minute train status at key points along the path of travel. The area in front of the station is the entry plaza to the building, creating an orientation and transition between the city or town and the station, setting the tone for arrivals or departures. Entrances and parking, including accessible paths, should be readily identifiable, with a consistent visual vocabulary that incorporates a system-wide approach to information signing and wayfinding. Entrances should be weather protected. In addition, shelters should be considered where people wait, such as pick-up/drop-off areas, taxi queues and transitions to intermodal services, especially when more than 50 feet from another area of protection.

PEDESTRIAN ACCESS AND CIRCULATION

Provisions for pedestrian access are to enhance the safety, convenience and enjoyment of the traveler experience. Pedestrian circulation should be designed to:

- Meet ADA requirements for curb cuts, obstructions and path of travel;
- Minimize conflicts between pedestrian and vehicular movement;
- Provide continuous walking surfaces that are uninterrupted by steps or dramatic grade changes; and
- Allow a minimum of 6 feet for sidewalks, with a preferred walk of 8 feet.

Per the table below, strive to meet a pedestrian flow (Fruin Analysis) at Level of Service B, during normal operations, Level of Service D during peak train arrival and departure times

PEDESTRIAN FLOW (FRUIN ANALYSIS) - LEVELS OF SERVICE

Level of Service	Area of occupancy (SF per person)	Average Flow (people per foot of width per minute)	Comments
A	35+	7 or less	Plaza areas
B	25-35	7-10	Upper range for suburban Lower range for urban
C	15-25	10-15	Acceptable for 15-minute peak periods
D	10-15	15-20	Speed and movement restricted - Acceptable for 5-minute peak periods only
E	5-10	20-25	Not recommended – maximum capacity of walkway
F	<5	Up to 25	Not acceptable – breakdown in traffic flow

For planning purposes, calculate the number of people entering a station based upon peak hour demand. Peak hour demand takes into account heavier loads on certain days and at certain hours of the day. It does not necessarily reflect the average flow found in the station, but addresses the usual peaks that are encountered in a station environment. For peak hour demand formulas, refer to Appendix C – Waiting Capacity.

BICYCLE PARKING

Where market analysis or community-funded participation shows that station usage warrants the inclusion of bike racks, the racks are to be located outside, in close proximity to the station. Signage should clearly indicate that Amtrak is not responsible for loss, damage or theft. The racks should be canopied, if possible, to afford protection from the weather. Due to security issues, the use of lockers is discouraged.

BIKE RACKS – ALBANY, OR

VEHICULAR ACCESS AND CIRCULATION

Access must be designed in accordance with current American Association of State Highway and Transportation Officials (AASHTO) requirements and local codes. The following are general guidelines and should be supplemented by the following authoritative texts: American Association of State Highway and Transportation Officials (AASHTO) *Guide for Design of Park-and-Ride Facilities*, AASHTO *A Policy on Geometric Design of Highways and Streets*,

Federal Highway Administration (FHWA) *Manual on Uniform Traffic Control Devices* and the Transportation Research Board (TRB) *Highway Capacity Manual*[3].

In general, vehicular access design should:

- Avoid blind corners and ensure adequate sight distances
- Separate inbound and outbound traffic
- Separate types of traffic (bus vs. auto)
- Minimize congestion and delay at access points
- Provide adequate lighting
- Coordinate signage and wayfinding information
- Provide appropriate perimeter security and standoff distances between vehicular right-of-way and facilities

Modes and considerations include:

AUTO

- Entry and exit points identified
- Parking area designed to reduce traffic congestion
- Accessible parking located closest to station
- Parking from more than one major street is desirable
- Pick up and drop off should be separate from other traffic
- Circulation should provide for right-hand, curb-side, drop off, adjacent to station entrance
- Where more than two drop-off lanes exist, a median should be used to separate and direct traffic
- Length used for parallel auto drop-off should be 25 feet, with an additional 5 feet for maneuvering at the end of each row
- Where possible, use 60 degree angled parking, with a flow through circulation pattern

TAXI

- Taxi berth length should be 20 feet, with five additional feet for maneuvering at the end of each row
- Pick-up/drop-off lanes should be 12 feet

BUS

- Bus access and operation should be separate from auto
- Intercity and local service should be separated to the full extent possible
- Standards for local and intercity bus companies should be utilized when planning drop-off and staging facilities

SERVICE AND FREIGHT

Access and operation of service and station-related freight and baggage service must not disrupt normal passenger movement

Access through double or overhead doors, away from passenger areas is desirable

Space for dumpster functions should be planned for ease of access, but out of view of public functions

EMERGENCY VEHICLES

Access and operation needs of all emergency vehicles must be accommodated; trackside access is desirable, when practical.

ROADWAYS

Within and adjacent to sites, access roads are to be designed in conformance with the professionally accepted design dimensions for automobiles, buses and service and freight vehicles. Roadways should be asphalt or concrete, with consideration given to modular pavers at pedestrian circulation zones. For planning purposes, the following guidelines should be used.

One entrance lane and one exit lane should be provided for each 300-500 spaces

Each lane should be 11 feet (minimum) or 12 feet (preferred) wide

A one-way single lane should be 15 feet

INTERSECTIONS

Intersections are to be designed for minimum conflict between pedestrians and vehicles, and should consider pedestrian crossings, curb cuts, sight distances and adjacent land use and roadway systems. Distance from driveways to intersections should follow the authoritative guidelines listed. Where warranted due to traffic volumes, auxiliary turning lanes should be provided. Reference the *Highway Capacity Manual* and *A Policy on Geometric Design of Highways and Streets* for further details[4]. Verify all applicable regulations and recognize that local ordinances may dictate different requirements.

PARKING

Parking capacities at new stations must accommodate projected volume for at least a fifteen-year timeline. Projected volume is to be based upon forecast for usage developed in collaboration with Amtrak's Market Research Department. Ridership can be severely impacted by the lack of adequate parking. The overall design and arrangement of parking areas includes entrances and exits, parking spaces, circulation and the relationship of parking areas to the station, platforms and local streets.

Refer to Appendix B for detailed parking guidelines.

SITE FURNISHINGS AND LANDSCAPING

Where possible, the services of a professional landscape designer should be utilized, in order to ensure proper layout and plant selection. Surfacing materials for paving, ramps and steps should be selected for both durability and slip resistant characteristics. Landscape treatments should be used to:

- Create suitable settings for each building
- Strengthen the visual quality of the station area, reinforcing the context to urban or suburban space
- Clarify functional activities, such as points of entry and separation of modes of travel
- Create a transition between the local streets and the station site, without obscuring the visibility of the station building

Design should reflect:

- Requirements of snow removal and other equipment
- Accessibility to hose bibs (within 100 feet)
- Automatic sprinkler systems where appropriate
- Low-maintenance selections that are suitable for the climate and location
- Species that are disease resistant
- Drainage is to slope away from the station and avoid sheeting across walks and ramps

STATION FACILITIES

The Station Standards Matrix provides guidance on the services and amenities to be provided in station facilities based on the station categories. The following functional requirements must be evaluated for each station building based on the program and criteria established by the stakeholders, with consideration of initial capital funding and continuing operating and maintenance costs. Where there are opportunities for additional outside sources of funds, additional features to "upgrade" a station can be contemplated. In addition, functional requirements of other tenants of a facility, including Amtrak occupancy such as crew base, right-of-way and mechanical maintenance staff, and non-Amtrak occupancy such as retail and office spaces must be considered.

ENTRANCES

The entrance system utilized should be developed with consideration for ADA issues, ease of use and HVAC considerations. Where exterior temperatures vary dramatically from the station interior, vestibules should be considered. While vestibules will not completely protect the conditioned environment, they can be an effective means of creating a desirable buffer from wind and other elements. The vestibule depth should be a minimum of six feet. Amtrak has also found that the use of power-operated doors (sliding or swinging) provides ease of access for all passengers, due to the likelihood of passengers traveling with baggage. Revolving doors are not recommended for any application.

WAITING AREAS

A range of waiting environments should be considered to provide diversion, information and business services, depending upon the product offering at each station facility. Waiting options should include ClubAcela or Amtrak's Metropolitan Lounges in large stations.

General waiting areas should have visibility to many areas of the station and tracks and retail options that include coffee and newspapers, with additional offerings based upon ridership levels and market demand. Retail should be suitable for the passenger demographics at the location, sized for the economic viability of the surrounding area. Generally during the programming process, formulas for peak passenger counts are used to determine waiting area capacities. The busiest travel days, such as Thanksgiving, are not to be used for planning purposes. See Appendix C for guidelines on sizing waiting areas.

Anxiety is substantially reduced when passengers can see the trains and can understand when trains arrive and depart. When such options are not possible, adequate display and announcement of train information becomes even more crucial. Where possible, the tracks should be visible from the waiting area, providing a better level of comfort, as well as an area of interest. Where glass is utilized in waiting areas at grade, scratch resistant glazing should be considered to inhibit damage from vandalism.

SEATING

Due to issues associated with loitering, the use of benches is strongly discouraged within Amtrak waiting areas. Wood benches should only be used where historic conditions mandate, due to vandalism concerns. Polyurethane seat and back pads are the preferred Amtrak standard, due to the ability of the material to withstand vandalism and harsh station conditions. Intermediate arms should be provided to discourage the use of the seats for reclining. Exterior seating is to be provided on platforms.

Airport Seating Alliance (Grammer) seating was selected by Amtrak and approved for installations nation-wide following testing in Washington and New York evaluating the combination of comfort with maintainability. Both low-back and high-back versions of the seat are available.

NEW YORK PENN STATION SEATING

RESTROOMS

Restrooms should be located off main public circulation areas with visible, but not prominent entries. The internal layout should allow for a view of the overall space, once inside, while providing privacy for the entrance doors opening and closing. Public restrooms may be used as employee facilities in smaller locations. The minimum number of fixtures are to be determined by code, but additional fixtures may be required, based upon Amtrak recommendations. All

fixtures and accessories are to be vandal resistant and are to be mounted and have clearances per code and ADAAG. Water closets are to be commercial grade, wall-mounted and without a tank. It is especially important that graffiti resistant materials be considered for bathroom walls and partitions. In addition, the use of scratchproof glass should be considered, where windows are provided.

Washable surfaces and floor drains are required. For ease of cleaning, ceiling mounted partitions should be used. Partitions are to be durable solid-surface or stainless materials to reduce maintenance from vandalism. All tile flooring is to meet slip-resistance guidelines for ADA purposes. The use of small-size tiles is discouraged, due to the cleaning issues associated with grout joints. Minimum tile size should be 6" x 6", or larger. Accessories should include hands-free air dryers (roll-towel and C-fold towel units are discouraged), and soap dispensers. Foldable baby changing tables are to be located in both men's and women's restrooms.

Where possible, the use of unisex/assisted/family restrooms should be included, in addition to the traditional restroom facilities. These have been included in recent station projects where family travel is common. The use of this type of restroom can actually reduce required square footage, when required ADA clearances are taken into consideration.

The use of proper lighting in bathrooms can create a sense of security as well. Toilet rooms should be bright and safe in character. The use of fluorescent wall coves with limited additional fluorescent downlighting is encouraged. Lighting of the walls is encouraged.

FOUNTAINS

Drinking fountains are to be provided, per applicable codes, and are to be located in areas of major pedestrian density, but off of the main circulation path.

TELEPHONES

Pay telephones should be provided in an area visible from the waiting area, but out of the general path of circulation. The number of phones is often determined by the service provider at the location, based upon projected demand. All requirements of the ADA are to be met.

PUBLIC LOCKERS

Due to security concerns public lockers are no longer a desired amenity in station. Lockers raise security issues with respect to left packages and the use of lockers is not condoned by policing authorities. New lockers often have Plexiglas backs, so that security personnel can view the contents when required, however, this may not be feasible at all locations. Where used, the number of lockers should be limited and should be consolidated in areas off the main circulation area but convenient to boarding and detraining passengers. Contractual agreements should be in place to provide monitoring, as well as procedures identified for handling multiple level threats requiring further evaluation or station evacuation.

RETAIL

A vital aspect of many station programs, the retail services offered should not interfere with general circulation or obstruct views to and from major station functions. Typical services include food, beverage and vending, coffee shops, newsstands, gift shops and kiosks. The number of shops should be based upon projected market demand and travel type. Where retail is desired by the stakeholders, but cannot be effectively included in the station proper due to the station usage or limitations of an existing configuration, consideration should be given to working with private interests to provide possible retail scenarios for the areas adjacent to or surrounding the station. This can often be an effective means of providing amenities such as food and beverage.

Standards for tenants should include design criteria to maintain an aesthetic consistency to the other public areas of the station. All storefronts should be consistent, with an approved strategy for individual signage components. Operational standards should not only address hours of operation to meet passenger demand, but off-hour policies for lighting, such that dark areas of the station are not created in off-peak travel times. Where appropriate, it is suggested that the concourse be designed with a tile border/transition to the tenant storefront. A tile border will allow greater flexibility in the future for new tenant storefront configurations. It also allows for the extension of concourse flooring into recessed storefront areas (such as a door location) in order to provide a uniform concourse appearance.

Stations that have empty tenant spaces can make passengers feel uncomfortable or unsafe. This should be avoided by determining the proper percentage of retail, either through market research, or input from Amtrak's Real Estate Department. Where retail locations are left vacant, the area should be walled with a typical construction barricade, painted plywood wall that can display Amtrak information, local information or display windows promoting the other retail offerings.

The use of kiosks or carts may be considered, provided that they do not interfere with passenger flow through the primary functional areas of the station. Carts and kiosks should be high-end materials that are consistent with other station components.

OTHER RETAIL-STYLE AMENITIES

Amenities such as bank ATM machines, newspaper honor boxes, vending machines, phone card machines, internet access portals and postal service machines should be located so as to not interfere with the general circulation. Security issues should be considered when locating items such as ATMs, so that they are not isolated or remote from other active areas.

CAR RENTALS

Based upon the standards outlined in the earlier matrix, rental car facilities should be located on-site (or adjacent) or on call. Courtesy phones should be readily identifiable and in a location where detraining passengers would most likely be traveling.

Where possible, all of these elements should be combined into a centrally located area that is visible to detraining passengers. The display in Providence provides rental car courtesy phones, downtown maps, promotional information and images about events in the city and local bus connections.

CENTRAL INFORMATION KIOSK IN PROVIDENCE, RI

TICKETING AND STATION SUPPORT SERVICES

TICKET OFFICES

Ticket office staffing should be determined with specific site requirements in mind; however, the following guidelines have been developed for the purpose of defining minimum standards.

While it is generally true that corridor services take less time to ticket than long distance services, it is also generally true that more long distance travelers have a reservation prior to their departure. Therefore, there tends to be an equalization of the amount of time per average transaction.

Throughout the nation, the use of Quik-Trak ticketing machines has become more accepted and widespread as a viable service option. Currently over 35 percent of tickets are issued using Quik-Trak. Amtrak's goal is to continue to develop the use of such technologies, allowing employees to provide improved service for passengers with complex needs. As a rule of thumb, to determine Ticket Office needs, calculate the peak hour demand. (See Appendix C – Waiting, Capacity for peak-hour demand formulas.)

The number of employees required to serve passengers is outlined for planning purposes below:

TICKET OFFICE PLANNING

Number of ticket agents/clerk positions	Number of peak hour passengers requiring tickets *
1	Up to 30 (±10)
2	30-80 (±10)
3	80-120 (±10)
> 4	Over 120, requires evaluation
Separate Baggage Acceptance Counter, if applicable (In most locations offering checked baggage, the check-in occurs at the ticket counter and is incorporated into the above guidelines.)	55 Passengers/hour

The number of agents required for ticketing is also impacted by commuter ticket sales. Commuter transactions are faster and are often based upon the sale of monthly passes. Typically, a single agent can serve more than 30 to 40 commuter passengers in a peak hour. If Amtrak sells commuter tickets, additional ridership information and projections should be obtained from the participating commuter agency to determine adequate staffing. The number of ticket agent positions required at a station is to be coordinated with the Marketing and Product Management and Transportation departments' station services groups.

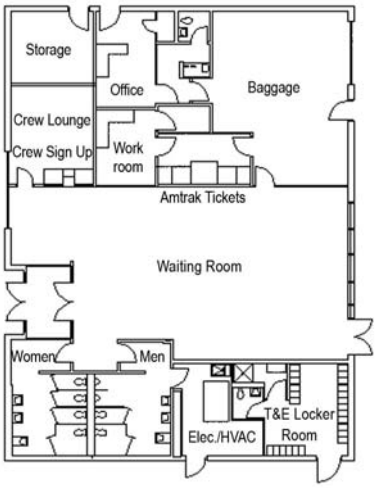
Ticket office and baggage space considerations should include the ticket counter and the number of positions required, the baggage pass-through, the queuing space for both ticketing and baggage pick-up, the backwall graphic system, the support spaces required for lead clerks or supervisors, accounting spaces, employee lockers and restrooms, access to baggage storage and trains, and secure storage and break areas. Cash accounting space should be located out of the public view. These components will vary, depending upon the size of the station, but the following guidelines should be utilized for initial planning.

INITIAL SPACE REQUIREMENTS FOR TICKET AND SUPPORT OFFICES

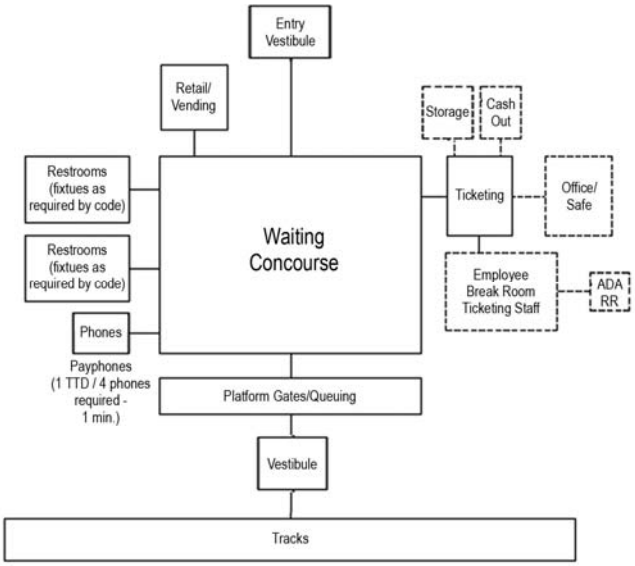
FUNCTION	SPACE REQUIRED
Each ticket position (width may increase with baggage services, TBD)	6 LF
Ticket Counter Queuing	10 LF 15 LF (larger stations)
Employee Lounge/Lockers	Min. 100 SF Add 10 SF per employee using lounge during a shift
Cash Accounting	48 SF (6' x 8') min. Add 40 SF for each user above 2 employees
Lead Clerk/Supervisor	80 SF -120 SF, depending upon safe location
Station Manager	120 SF
Baggage Room – checked baggage only	10-12 SF per passenger
Baggage Make Up – checked baggage only	.015 SF per annual entraining passenger
Self Claim Frontage – checked baggage only	25 LF Claim Area
Public Claim Area	7 SF per detraining passenger
Equipment Room (PIDS, PA CPU, etc.) The size of the area required is dependent upon the number of data and communication lines and UPS systems. Space must be adequately ventilated.	35 - 48 SF 48 SF and up
Secure Storage	20 - 35 SF
Employee Restroom (optional at smaller locations)	To meet ADA

SUPPORT SPACE

The plan and diagram below show some typical adjacencies for support spaces of a station.



TYPICAL STATION LAYOUT 1
BAGGAGE AND CREW SIGN-UP



TYPICAL ADJACENCY DIAGRAM
TICKET OFFICE AND TICKETING SUPPORT

PASSENGER SERVICE AREAS

For larger stations with on-site management staffing, the Customer Services Office, is to be located adjacent to the main waiting area; staffing to be determined by activity levels of stations. This area handles passengers who have questions, problems and/or difficulties with travel plans. To handle a limited number of requests, it should provide a passenger seating area with several seats, along with a service counter or desk. In addition, the area should consist of a general office for supervisory management, support staff areas and storage areas, as required by the proposed staffing levels. At some stations, the passenger service area may be incorporated into the general office.

VERTICAL CIRCULATION

Where vertical circulation to the platform is required, the location of the discharge is preferred in the center third of the platform, rather than at an end. Stairways are to meet all code requirements, but in no instance is a stair be less than 6 feet in width, due to the need for passage up and down with luggage.

ELEVATORS

Elevators are to be used to meet requirements for ADA access, as well as to offer an amenity for the elderly, passengers with baggage, and families traveling with small children. Elevators are

required at any location that cannot practically be served by a ramp, such as locations with overhead pedestrian bridges or other transitions over 12 feet.

All elevators are to comply with code and ADA requirements..

The minimum elevator capacity to be utilized within the Amtrak system is 3,500#, with 4,000# being a preferred standard. A 3,500# elevator will generally accommodate 21-23 passengers without luggage. In locations where luggage will be more common, a higher capacity elevator should be utilized. Where space limitations are a factor, the use of a hospital configuration with a narrow, but deep cab should be considered. Generally, these elevators are rated above 4,000#.

Travel speed should be rated at either 125 fpm or 150 fpm, with a maximum waiting time of 30 seconds.

Non-slip flooring, such as rubber, should be utilized in all elevators. Vandal resistant materials should be used on walls. The use of wood paneling is prohibited in Amtrak passenger elevators.

Oil hydraulic elevators are acceptable with adequate provisions made to ensure complete operations in the maximum temperature ranges encountered in the area.

ESCALATORS

While providing benefits of eased level transitions, escalators also become an area for both maintenance and safety concerns. At larger stations exceeding 250,000 riders annually, or where ridership exceeds 70 passengers per train, escalators should be used to ease the boarding process where transitions in level are required. A distance of 20 feet from the top and bottom of the escalator to a wall or other stair should be considered in all designs.

ESCALATOR AT THE NEW ROUTE 128 STATION

One reversible escalator should be provided as a minimum. Additional escalators are required at the largest stations within the system, to facilitate an efficient dispersion of passengers through the platform. Stations serving long distance trains should also evaluate the cost implication of escalators, as passengers with luggage are more easily served with a combination of both escalator and elevator access. Especially with the advent of an aging population, the use of escalators and elevators will become an increasing priority for Amtrak passengers.

The following guidelines are to be used in escalator selection:

- The escalator is to be rated for heavy-duty transit use
- The recommended width for escalators is 3'-4", usually referred to as a 48" escalator. With baggage, this results in a realistic flow of approximately 80 passengers per minute.

Recommended speed is 90 fpm

Escalators are to be reversible, with key operated reverse functions at both the top and bottom of the unit

An emergency stop button is to be provided and accompanying signage

Signage directing passengers to hold the handrail is to be included

OVERHEAD PEDESTRIAN BRIDGES

Overhead pedestrian bridges can vary in cost, based upon prefabricated assemblies, and signal and electrification issues. The minimum interior clear width of an overhead pedestrian bridge is 12 feet, with 15 feet being a preferred standard. The levels of service outlined in Step 4 – Entering should be utilized to evaluate the required width beyond twelve feet. The use of glass should be maximized for both real and perceived security. As with waiting areas, a higher level of comfort is obtained when passengers are able to view the tracks, trains and their surroundings. Complete HVAC systems may not be required in overhead passageways, but in instances where no system is provided, some form of natural ventilation is required to dissipate heat gains in warmer seasons.

Cleaning requirements should be considered during the selection of glazing components. A key-locked pivot hinge should be considered to facilitate the cleaning of the window exterior from inside the bridge.

PEDESTRIAN TUNNELS

The use of pedestrian tunnels in new construction is discouraged, as tunnels are perceived to be claustrophobic, damp and unsafe without visibility to adjacent surroundings. Where tunnels are used, methods of securing the tunnels by means of a gate or other closure system should be included. Tunnels are traditionally an area where police report loitering concerns and, as such, should include adequate lighting and monitored CCTV systems. In addition, maintenance issues associated with leaking and groundwater become long-term concerns when such facilities are used. As they are located under the right-of-way, they become extremely difficult to repair, once the initial leaking becomes apparent. Where other options do not exist, or where cost analysis proves that a tunnel is the only cost-effective option, the following standards are to be used:

Minimum width – 15', preferred width – 20'

Tables for pedestrian Levels of Service C (See Step 4 – Entering) are to be used to verify that adequate circulation flow is achieved

Waterproofing systems are to be utilized to protect all aspects of tunnel integrity

PLATFORMS

It is preferred that all platforms accommodate the full length of a typical train consist and allow for maximum flexibility to provide customer service consistent with the product and service

offered. The decision about platform types and lengths is complex and needs to be evaluated based upon the following conditions:

Service offered

Equipment type

Typical train length, based upon the transportation plan and proposed service scenario

Ridership and activity level

Governing freight clearances

Straight/tangent track

ADA platform horizontal gap and vertical height requirements

PLATFORM LENGTHS

The following assumptions are being made, and require site-specific evaluation. The minimum platform length is 300 feet, at any location, and should only be utilized at stations with low ridership (under 10,000 annually) and short trains (fewer than four passenger coaches). A longer length may be required, based upon services offered as outlined below.

Service Type	Platform Length Preferred – All locations	Platform length Minimum – NEC Spine	Platform length Minimum – Off-Corridor
Acela Express	700'	550'	N/A
NEC Regional	1000'	850'	425'
Corridor Service	700'	850'	300'
Long Distance	1200'	850'	500'

The long distance train length is developed from a need to eliminate double-stopping, providing access to and from all car types in the train consist. The lengths for long distance service should not be minimized, unless specific site constraints prohibit length or the combination of on-board and station staffing preclude safe operation of all train consist doors.

Platform lengths on the Northeast Corridor spine are driven by the heavy density of population and frequency of service by both Amtrak and commuter agencies. The most flexibility in platform length occurs in the off-corridor locations.

PLATFORM HEIGHTS

Amtrak station platform heights are generally 48 inches above top of rail for east coast stations served by high-level equipment and 8 inches above top of rail throughout the rest of the nation, except where 15 inch or 24 inch high platforms have been provided for state supported services. Current Department of Transportation (DOT) Regulations reflect a flexible approach towards achieving level boarding, and permits use of ramps, wheelchair lifts and mini-high platforms as acceptable alternatives for level boarding. The DOT proposed guidelines in September 2005 that require full-length, level-boarding platforms in new commuter and Amtrak stations and does not permit the use of alternative methods except where “infeasible”. The current grant agreements between the FRA and Amtrak require that for stations where Amtrak is the “responsible party” under the ADA, Amtrak must provide the FRA, for its review and comment, copies

of relevant plans and specifications for those projects which do not include full platform length level boarding. Amtrak, and for stations where Amtrak is not the "responsible party" under the ADA, but has been asked to review plans for a project that does not provide for full platform length level boarding, Amtrak must advise the FRA of Amtrak's review of such plans prior to providing final comments to the requesting entity. Contact Amtrak personnel listed in the Appendix A to discuss clearance requirements and the review process.

While there are safety considerations associated with the gap between the platform and train, there tend to be fewer injuries at high-level platform locations, due to the elimination of steps associated with training and detraining at low-level platforms.

As a result, high-level platforms are preferred at all high-speed and corridor stations, due to dwell times issues, higher frequencies of service, best practices for ADA compliance and ease of use. The use of high-level platforms should also be evaluated at all locations where equipment types do not prohibit their use, and projected activity levels exceed 50 passengers per train or 100,000 boardings and alightings annually. Dual access may be required at some locations, where Superliner or Surfliner equipment requires low-level access.

It should be recognized that platforms and platform access could be a substantial percentage of project costs. Platform design is highly dependent upon site-specific conditions, train frequency (including freight), electrification and ease of access. Based upon our most recent projects, a high-level platform can cost one and one-half to two times the amount of a low-level platform. If new equipment is being purchased, the cost of providing traps in the equipment being considered also needs to be factored into the decision. If the cost is allocated over twenty years, this can still result in a significant investment on a cost-to-revenue based ratio. As ridership increases, the associated cost is more efficient. The implications of these issues result in a trade-off between flexibility and customer service issues versus cost, balancing overall platform length and height.

ADDITIONAL PLATFORM CONSIDERATIONS

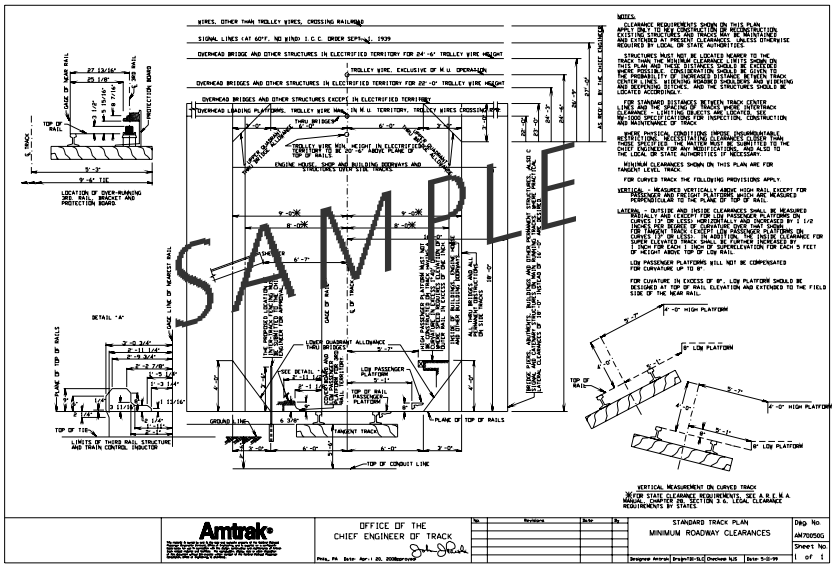
Once platform length and height have been determined, there are additional requirements that need to be considered. Tactile edging is to be installed at all new platforms to address both ADA requirements and safety considerations. Where clearances allow, intertrack fencing is to be installed to prohibit unsafe crossing of track areas at stations. All platforms are to meet all applicable local, state and federal codes, but the following Amtrak standards may be a supplement to those requirements:

Platform Type	Preferred Width	Minimum Width	Live Loading
Island	24'	20'	See below
Side w/Baggage loadings	15'	12'	250 psf
Side w/passenger service only	12'	10'	150 psf

When 12-foot wide platforms are used with full baggage service, turnarounds for equipment are required at the platform ends.

Some important information to be considered when planning configurations includes the following requirements: The minimum distance from the edge of the platform to a column is five feet; the minimum clearance from the edge of the platform to a wall or other running obstruction (including benches) is six feet.

All clearances to tracks are to meet requirements for Amtrak or the governing freight railroad. The Amtrak project manager will provide the most recent clearance diagram that shows the relationship of the track to platform and associated architectural elements. As illustrated below, the diagram provides information beyond what an architect or designer may be considering, and highlights the complexity of the factors included in platform configuration.



SAMPLE AMTRAK CLEARANCE DIAGRAM

In addition, Amtrak Engineering Standards for railroad roadway sections, railroad roadway clearances and standard structures plans should be utilized in the more detailed development of the project.

CANOPIES

The use of platform canopies is required at all new and renovated locations. While not impervious to weather related concerns, the canopy offers protection from the elements including sun, rain and snow. Platform clearances often dictate that the canopy is not flush with the platform edge. This is an acceptable solution, as higher canopies become much less effective in affording any protection at all. The canopy height should also take into account the platform signage system. Adequate clearances conforming to the Signage Standards Manual are to be utilized. The canopy can be of a variety of design, but should be sturdy and easy to maintain. The canopy length should be considered at two-thirds the length of the platform, centered on the vertical circulation, where applicable. Drainage issues need to be identified early in the design, as many more dramatic designs often create logistical problems for day-to-day use. Canopy clearances must be approved by the governing freight railroad, where applicable.

WHEELCHAIR LIFTS/BRIDGE PLATES

To meet ADA requirements, Amtrak utilizes portable wheelchair lifts supplied by Adaptive Engineering in low-level platform locations. This industry standard portable unit is 57" x 42" x 68" high. The load capacity is 600 lbs. To prevent vandalism and accidental bumping, it is recommended that the lifts be enclosed in a protective shed, supplied by the manufacturer.

In addition, bridge plates are to be provided on each high-level platform, in a cabinet that is accessible by the train crew. It is preferred that this is centrally located, for ease of use.

PORTABLE WHEELCHAIR LIFT

SECURITY

The evolving needs for increased security at transportation facilities must be seen as an opportunity to providing a safe and secure environment for both passengers and employees. The inclusion of counterterrorism elements must be carefully considered based on the risk to life and property, and increased project cost. The Transportation Security Administration (TSA) has issued guidelines and recommendations that address transportation security concepts, technology and enhancements which should be referenced. Amtrak is developing standards and guidelines for its facilities and will publish recommendations for stations in the near future.

STATION AND PLATFORM SECURITY SYSTEMS

The need for CCTV and emergency phones is to be coordinated with the Amtrak police and IT departments or the responsible security manager. One emergency phone, in a centrally located area, should be provided on each platform. The phone is to be clearly identified with signage indicating that the phone is for emergency use only. CCTV cameras at each end of the canopy should provide adequate coverage for monitoring purposes. CCTV systems can be tied into the centralized security system in Philadelphia, or be handled through a recording system. Use of video tape systems is problematic due to the increased responsibility and potential difficulty (depending upon the location) for replacement of tapes. The issue concerning monitoring responsibility should be addressed during the design process.

SECURITY SUPPORT SPACE

Where Amtrak police have a station presence, the following should be included as part of the space plan program. The use of a visible security post is beneficial to the perceived security of a

station environment. Other than the storefront or desk, the support space does not need to be located directly adjacent to the waiting area.

FUNCTION	SPACE REQUIRED
Storefront or Desk	Approximately 50 SF
Ready Room/Office (with lockers)	100 SF + 10 SF/shift employee over 5
Holding Area (with secure seat with handcuff post)	35 SF
Police ADA bathroom (unisex)	Approx. 35 SF
Supervisor's Office (if required)	80 SF

Where a private security agency is contracted to provide services, the requirements should be coordinated with the individual agency.

ENDNOTES

[1] Citation unknown.
[2] Carroll L.V. Meeks, *The Railroad Station: An Architectural History*, New York: Dover Publications, 1995 (Originally published: New Haven, Conn.: Yale University Press, 1956).
[3] American Association of State Highway and Transportation Officials (AASHTO), *Guide for Park-and-Ride Facilities*, Washington, D.C., 2004.
AASHTO, *A Policy on Geometric Design of Highways and Streets*, Washington, D.C., 2004.
Federal Highway Administration (FHWA), *Manual on Uniform Traffic Control Devices*, Washington, D.C., 2003.
Transportation Research Board (TRB) *Highway Capacity Manual*, Washington, D.C., 2000.
[4] Op cit.

APPENDICES

APPENDIX A – CONTACT LIST AND RESOURCES A-1
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APPENDIX C – WAITING CAPACITY C-1
APPENDIX D – TICKETING D-1
APPENDIX E – RETAIL AREAS E-1
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APPENDIX A

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RESOURCES

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APPENDIX B
PARKING

Parking capacities at new stations must accommodate projected volume for at least a fifteen-year timeline. Projected volume is to be based upon forecast for usage developed in collaboration with Amtrak's Market Research Department. Ridership can be severely impacted by the lack of adequate parking. The overall design and arrangement of parking areas includes entrances and exits, parking spaces, circulation and the relationship of parking areas to the station, platforms, and local streets.

Parking for drivers and passengers with disabilities must comply with the Americans with Disabilities Act. Passengers with disabilities should not be required to cross traffic lanes. The requisite number of ADA compliant spaces is outlined in the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

Parking types may include long-term, short-term, pick-up/drop-off, taxi and, where feasible, employee accommodations. (Free employee parking is not guaranteed at any location and should be evaluated based upon revenue opportunities for the location.) Parking for commuter service and Amtrak service should be separated, when possible, and accommodate adequate spaces for both types of services. Commuter parking raises specific difficulties within Amtrak's systems, as commuters arrive early in the morning, creating situations where parking may not be available for later Amtrak departures.

Due to the likelihood of passengers carrying baggage, Amtrak spaces should be located closest to the station. In addition, short-term and long-term parking should be separated, with long-term parking located further from the station. Fee systems must promote smooth entry into the facility and avoid back-ups to adjacent approach routes. Consultation with parking operators early in the project design can reduce the chance of redesign efforts later in the project.

For planning purposes:

- Standard 90-degree, 9' x 19' parking stalls should be used for both long and short-term parking
- Parking structures (garage column spacing) should be arranged to provide clearance of aisles for easy vehicle maneuvering.
- Structured parking should allow for an average of 350 - 400 square feet of gross floor area.
- Surface parking averages 330 - 350 square feet of surface area including maneuver space, circulation space and access and parking control
- Standard guidelines for parking garage design should be utilized

SURFACE PARKING - NINE-FOOT STALLS – 90-DEGREE PARKING

	Long Term	Short Term
Bay width - Desired	64'	66'
Bay width - Minimum	60'	61'
Aisle width - Desired	26'	28'
Aisle width - Minimum	24'	25'
Stall length - Desired	19'	19'
Stall length - Minimum	18'	18'

SURFACE PARKING - NINE-FOOT STALLS – 60-DEGREE PARKING

	Long Term	Short Term
Bay width - Desired	59'	60'
Bay width - Minimum	59.6'	57.6'
Aisle width - Desired	19'	20'
Aisle width - Minimum	17'	18'
Stall length - Desired	20'	20'
Stall projection - Minimum	19.8'	19.8'

APPENDIX C
WAITING CAPACITY

Generally during the programming process, formulas for peak passenger counts are used to determine waiting area capacities. The busiest travel days, such as Thanksgiving, are not to be used for planning purposes. The formulas for waiting capacity follow:

Daily ridership is not calculated by strictly dividing by the number of days in a year. Taking into account that each location tends to have certain days that are more traveled than others, daily ridership is calculated as follows.

Daily Ridership = Annual Ridership (Ons / Offs) / 270

This formula produces a higher number than actually occurs in many instances, but it does represent peak conditions that occur for busy periods, except Thanksgiving.

For locations with more than 6 trains [how often], peak hour traffic is calculated as follows:

Peak hour 2-way traffic = (.15) * Daily ridership
Peak hour 1-way traffic = (.65) * Peak hour 2-way traffic

For locations with fewer than 6 trains [how often], peak hour traffic is calculated as follows:

Peak hour 2-way traffic = Daily ridership / number of trains
Peak hour 1-way traffic = (.65) * Peak hour 2-way traffic

The average waiting time for typical corridor services (shorter distances to higher population centers) is only fifteen or twenty minutes, with many passengers arriving within minutes of train arrival. A long distance traveler may be likely to arrive an hour early. It should be assumed that corridor services require seating for about half of the peak-hour one-way traffic. Long distance services require seating for 75 percent of the peak-hour one-way traffic. An amount of 20 SF per seated passenger should be utilized, to allow for the comfortable passage of passengers and rolling baggage. Additional space should be provided for standing, near or adjacent to access points at a value of approximately 10 SF per passenger. This amount is in addition to the seating requirement. All waiting areas should be clear of general circulation paths, and the calculations are exclusive of any additional requirements for circulation and general station traffic. Calculation examples follow.

To provide an example of the application of these formulas, the following represents a “Station X” with 48,750 annual riders. This represents both boardings and alightings; hence each passenger is essentially counted twice, when they arrive at the station, and again when they depart, regardless of which day.

$$\text{Daily Ridership at Station X} = \frac{48750}{270} = 181 \text{ ons and offs per day}$$

If divided by the actual number of 365 days a year, the daily ridership would only be 134 ons and offs. Therefore, it can be seen that the use of this formula accounts for numerous other factors, including heavier travel days or the addition of other waiting friends and family.

To determine peak hourly demand:

If Station X has more than six trains:

Peak-hour 2-way traffic = (.15) (181) = 27 ons and offs
Peak-hour 1-way traffic = (.65) (27) = 18 ons

With only two trains:

Peak-hour 2-way traffic = $\frac{181}{2}$ = 91 ons and offs
Peak-hour 1-way traffic = (.65) (91) = 59 ons

To take into account uneven travel patterns, the formula assumes that more than half of the riders for a train are boarding.

To calculate the total waiting area size and seating requirements, multiply the peak one-way passenger count by the service-type factor (50% for corridor or 75% for long distance).

Using the example with more than six trains as the corridor service:

Waiting Area = (50%) (18 people) (20 SF/ seated person) = 180 SF
\+ (50%) (18 people) (10 SF/ standing person) = 90 SF

Total Waiting Area = 180 SF + 90 SF = 270 SF, with 9 seats (round up to 10, add 20 SF)

However, using the example with two trains as the long distance service:

Waiting Area = (75%) (59 people) (20 SF/ seated person) = 885 SF
\+ (25%) (59 people) (10 SF/ standing person) = 148 SF

Total Waiting Area = 885 SF + 148 SF = 1033 SF, with 44 seats (round up to 45, add 20 SF)

APPENDIX D
TICKETING

TICKET COUNTERS

Where only one position is required, the design should consider space for the future installation of a second position that may be required with growth. In ticket offices with three or fewer ticket positions, all of the counters are to be accessible, with lower-height counters per ADAAG on both the employee and passenger side. The lower faces of ticket counters are to be made of durable materials, such as solid-core laminates, Acrovyn, stone or solid-surface material due to the high amount of wear and tear. A band of warmer material, such as the wood plastic laminates that are used on the new and refurbished trains, should be considered at the upper level of the counter face. Transaction counters are to be solid surface material, such as Corian. Because higher counters can create the perception of an aloof service, as well as physically obscuring employees, no ticket counter should be higher than 42 inches. Real wood facings and counters are not to be used, unless historic conditions mandate. A security panic button should be included as part of the ticket counter design, allowing local authorities to dispatch police immediately to the location.

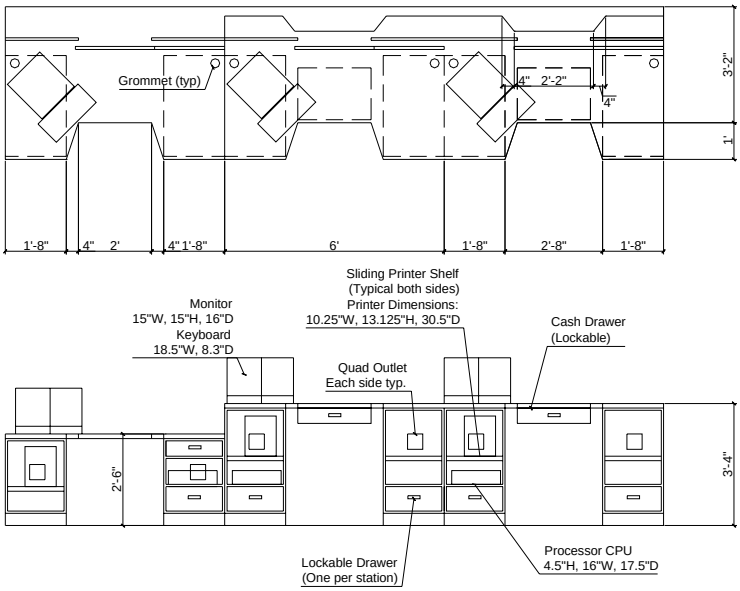
Where glass partitions are required at ticket offices, a sliding glass panel is to be utilized, to allow the window to be open during the day, while being closed at night or during special circumstances. It is the intent that the window stays open as much as possible, creating a more inviting atmosphere for our passengers.

TICKET COUNTER AT ROUTE 128 STATION

For ticket office scenarios not requiring glass, a roll-down grill may be utilized to secure the area during times when the station staff is not available to supervise activities behind the counter.

For any new ticket counter design, the use of angled counters should be incorporated to bring the employee closer to the passenger. Employee input has indicated that the reduced distance provides a better level of communication, both in speech volumes required and perceptions of helpfulness. The conceptual plan for ticket counters is shown below:

TICKET COUNTER AT CHARLOTTESVILLE



SCHEMATIC TICKET OFFICE COUNTER

This same approach can be used with modular components used with long distance services where baggage pass throughs and additional storage for checked baggage tags are required. The minimum width may vary according to the layout. More detailed drawings will be developed for distribution at later stages of project development.

TICKETING EQUIPMENT

Amtrak has recently completed the upgrade of ticket office workstations with new PCs, ticket printers, keyboards and monitors. The sizes of the new equipment are summarized below and are reflected in the schematic ticket counter design.

17" LCD monitor (HP 1706)	15"H	15"W	16"D
CPU (HP RP5000 small form)	4.5"H	16"W	17.5"D
Keyboard (Cherry)		18.5"W	8.3"D
Ticket printer (Intermec)	13.125"H	10.25"W	30.5"D

The Amtrak project manager will coordinate wiring requirements with the Amtrak Information Technologies (IT) department, which maintains standards to be used in the design of work areas. Coordination needs to be considered early in the project, to allow for adequate implementation planning. The use of standardized systems allows for faster maintenance or replacement of defective equipment. Due to the continually changing technology of systems, it is important that the most up-to-date information be utilized when establishing new network locations. When utilizing existing locations, the IT department will have the most recent network information available, along with information pertaining to planned upgrades. Any

planned upgrades should be implemented simultaneously with any ticket office renovation project.

QUIK-TRAK MACHINES (SELF-SERVE TICKETING)

Quik-Trak machines are a growing area of use. Widely used within the Northeast Corridor and with increased usage nation-wide, stations now generate over 30 percent of all station sales through Quik-Trak machines. At these stations, more than 50 percent of the debit card and credit card sales are purchased through the Quik-Trak machines. Nationally, the use of Quik-Trak machines is expected to continue to increase dramatically upon the installation of new machines in other areas of the country. Based upon tracking usage, the best location for machines is adjacent to or highly visible from the ticket office. This allows the passenger to choose the method of ticketing, depending upon individual preferences. Depending upon the station size, some machines can be located at other locations within the station, allowing passengers to bypass the ticketing area, if desired. All new large and medium stations should anticipate the installation of a minimum of two Quik-Trak machines as part of the program requirement. Planning for deployment of these machines needs to consider the technical challenges associated with atypical distances or environments.

First-generation Quik-Trak units were currently designed for indoor use only, within standard interior temperature ranges, due to the internal processors and printers. Currently these units are being replaced with new, ADA compliant units that have been designed for both interior and exterior usage. Where possible, the ticket machines should be integrated into the design, so that they do not look like elements that were placed in front of a wall after the building was completed. The cabinets are serviced from the front, and require clearances for door swings in the front and a clearance for ventilation fans in the rear.

FIRST-GENERATION QUIK-TRAK MACHINES (WILMINGTON) THAT WERE RETROFITTED INTO THE TICKET COUNTER AREA

NEXT-GEN SELF SERVE TICKETING MACHINES

The current specification for Quik-Trak machines includes the following:

Floor space	26"W x 32"D
Overall Height	56" with an additional 18" for the Quik-Trak logo "bonnet"
Power	Supply 2 - 20 amp dedicated circuits per machine
Data	To be coordinated with Amtrak Station Support and Information Technologies

APPENDIX E
RETAIL AREAS

GENERAL STOREFRONT CRITERIA

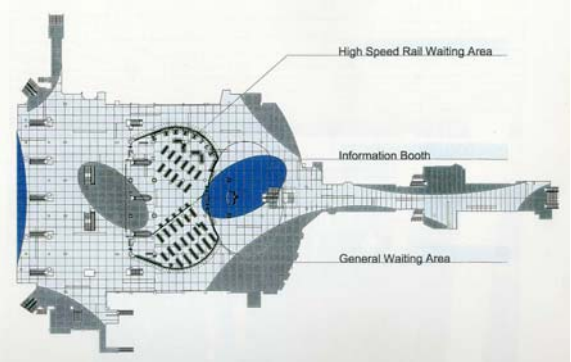
While it may not always be in the purview of the project, the following offers some areas for consideration. In addition, the Amtrak Real Estate department should be consulted to determine if criteria is in place at Amtrak-owned facilities. The tenant may be expected to install a storefront that is 100 percent open, glass with a rolling grille, glass with a door, solid or some combination of solid, glass and open. A list of acceptable and unacceptable materials should be considered as a guide for the tenant architects. Materials should be high end and durable for all tenants, including fast-food style services. In addition, counter location, location of the point of sale (POS) and queuing must be addressed in order to limit congestion.

APPENDIX F
INTERIOR FINISHES

FLOORING

Materials used for flooring should be durable and seamless. Although it has a higher initial cost than some other materials, terrazzo is the preferred flooring material for waiting areas, because of its performance relative to durability and maintenance. Polished marble or granite is unacceptable due to slip factors and safety issues. The use of carpet in waiting areas is also unacceptable due to the maintenance issues. When a more intimate atmosphere is desired, this should be achieved through ceiling heights, lighting and wall surface treatments.

To soften the architecture of concourses and waiting areas, flowing patterns are encouraged in the floor design. This concept was recently utilized at Penn Station in New York, where the path of travel was implied through the use of multiple colors and patterns. The curved shapes also relate to the exterior liveries of the new and renovated trainsets. The light gray represents the field, the darker gray marking perimeters and entrances, and blue identifying primary passenger service locations, such as ticketing and information.



FLOOR PATTERN AT
PENN STATION IN NEW YORK

The following color mixes should be utilized to provide consistency in the brand statement:

TERRAZZO COLOR MIXES

Color	Matrix	Aggregate
T2 Medium Gray (Field Color)	BM 1599	10% Mother of Pearl, 10% Deep Sea Blue Fribel Plastic, 80% Georgia White marble
T3 Dark Gray (Border Color)	BM 1623	70% Raven Black marble, 15% Georgia White marble, 15% Mother of Pearl,
T4 Blue	BM #826	10% Raven Black marble, 10% blue gray granite, 20% New Royal Gray granite, 15% Georgia White marble, 15% Deep Sea Blue Fribel Plastic, 10% Mother of Pearl

In smaller stations where the cost of terrazzo is deemed prohibitive, other seamless or roll-stock flooring should be considered. The use of tile is discouraged, due to the maintenance associated with multiple grout joints. Where tile is used, larger tiles (12" x 12" or larger) are to be used in waiting spaces to limit the number of joints.

APPENDIX G
MECHANICAL SYSTEMS

PLUMBING

The minimum number of fixtures are to be determined by code, but additional fixtures may be required, based upon peak-hour traffic and Amtrak recommendations. All fixtures and accessories are to be vandal resistant and are to be mounted and have clearances per code and ADAAG. Water closets are to be commercial grade, wall-mounted and without a tank.

HEATING, VENTILATING AND AIR CONDITIONING (HVAC)

TEMPERATURE / HVAC

Station interiors should be designed to maintain temperatures between 68 and 78 degrees, as shown in the table below. Natural gas heating should be utilized, where possible. The use of electricity for heat should only be used in circumstances where no other options exist. Consideration should be given to zoning that accommodates the numerous spatial characteristics of the station. Special attention is required at the ticket office, where equipment produces heat, and open counters or sliding glass windows allow the transmission of hot or cold air from opening and closing waiting room doors.

TEMPERATURE STANDARDS

SPACE	SUMMER	WINTER
Public Spaces	78°	68°
Ticketing Offices	74°	68°

Positive building pressurization should be maintained at all times. The pressurization is highest in the ticketing area and slightly lower in the public waiting areas. Positive building pressurization will keep dirt, dust and diesel or automobile smoke exhaust from entering the building.

Rest rooms should be exhausted at a rate of 75 cfm per urinal and 150 cfm per water closet. Janitor closets should be exhausted at a rate of 150 cfm, minimum. The maximum flow rate through an undercut door is 150 cfm.

PLATFORM VENTILATION

In instances where the development of property results in a closed or partially enclosed overbuild, the project design is to include a ventilation system designed and constructed to accommodate normal operations as well as life safety requirements. The system criteria is to be determined by engineering analyses. Accommodations are to be made to the above grade

structure and will account for the design, construction and maintenance of the mechanical, electrical and structural systems for the ventilation systems as described below.

DIESEL EMISSIONS

An engineering analysis is to be conducted to model the specific railroad operating scenarios of diesel locomotives within the overbuild. The result of the analysis is to be a schematic design of a mechanical system with appropriate controls to provide recommended air change rates to ventilate the overbuild to maintain safe, acceptable concentrations of diesel exhaust gases. These levels are to be as defined by OSHA and approved by the Amtrak Environmental department.

The overbuild ventilation system is to be designed to dilute the exhaust gases of the Diesel locomotives anticipated to be utilized within the limits of the overbuild. Amtrak will provide information regarding the diesel exhaust constituents for the locomotives operating within the overbuild, as well as the operating scenarios regarding train movement within the overbuild. Stopped locomotives with head-end power, work train movements and baggage switching is to be specifically addressed in the engineering analysis.

EMERGENCY VENTILATION

Where an overbuild condition is proposed, the designer is to provide an engineering analysis to model the effect of a fire within the limits of the overbuild. The result of the analysis is to be a schematic design of a mechanical system with appropriate controls to provide recommended air change rates to meet the requirements of the National Fire Protection Association, including NFPA 130 Standard for Fixed Guideway Transit and Passenger Rail Systems. These requirements are intended:

- To provide a stream of non-contaminated air to passengers in a path of egress away from a train fire
- To produce air-flow rates to prevent back layering of smoke in a path of egress away from a train fire
- To limit the air temperature in a path of egress away for a train fire to 140°F

Two fire sizes are to be modeled as follows:

- For a single-track tunnel scenario, use a heat release rate of 106 million BTU per hour reflecting a worst-case burnout of a passenger car.
- For a multi-track or station scenario, use 177 million BTU per hour developing over a span of 25 minutes reflecting interaction of fire spreading to adjacent passenger cars

Small-fire heat release rate of 2.4 million BTU per hour, reflecting a smaller trash or electrical fire

After the engineering analysis is completed with approved criteria and schematic design, the designer can progress the ventilation designs described above to finished construction documents. The engineering firm that performed the analysis is to remain under contract to the

designer of record, as a minimum, to review and approve the final design of the ventilation systems and certify that it complies with and is capable of satisfying the previously developed criteria.

RETAIL AREAS — HVAC REQUIREMENTS

Any cooking tenants must maintain the tenant space in 20 percent negative pressure. This requirement is to limit odor migration onto the concourse. Hoods over cooking equipment are to be directly vented to the exterior.

APPENDIX H
ELECTRICAL

ELECTRICAL REQUIREMENTS

Power, lighting and communications requirements are to comply with codes and regulations and be sized as appropriate for the facility. Emergency and back-up systems are recommended to allow orderly shutdown of critical systems. Additional conduit to allow for future installations of communications and data cabling should be provided.

LIGHTING

Two general categories of Amtrak stations exist throughout the system: historic stations and modern stations. Therefore, two different lighting concepts are applicable to the respective station categories. The first relies primarily on floodlighting the historic facades, while highlighting specific ornate architectural details. The second is defining the modern station as a lantern. New stations should glow from within by illuminating internal planes that can be viewed from the outside through the glazing.

The projects should be illuminated in such a way as to minimize impact on surrounding developments. Care must be taken to avoid astronomic light pollution and the direct view of the floodlighting luminaires from adjacent developments.

Lighting should be integrated into the landscape to accent plantings and to provide general illumination for pedestrian circulation. All specified fixtures are to be low maintenance, energy-efficient and vandal resistant.

Pedestrian entry portals should be brightly illuminated for clear identification. Entry portals serve as the ceremonial entrances to the station domain and should also be seen as safe havens at night. When entering from exterior in the day, the interior lighting at the entrances should assist in the transition from the bright exterior to the relatively less bright interior.

Similar attention should be given to the vehicular entries as is given to pedestrian entries. Although passengers arriving at the station do not have as close a look at the light fixtures, all fixtures should be arranged in a careful architectural manner. If vehicular entries are from exterior to interior spaces, additional lighting must be used in the first 65 to 165 feet to alleviate the transition from outside to inside.

In parking garages, lighting should assist in the differentiation between vehicular and pedestrian circulation. For reasons of security and passenger comfort, dark corners are not acceptable.

The following guidelines should be used for exterior station lighting:

	Target Illuminances (fc)				
Room Name	Task	Emer.	Off Hours	Density (W/f²)	Recommended Sources
Pedestrian Entries	20	1	20	1.4	Metal Halide – color correct
Vehicular Entries	10	1	10	0.7	High Pressure Sodium – color correct Metal Halide – color correct Fluorescent
Parking Garages	2-5	0.3	2-5	0.5	High Pressure Sodium – color corrected Fluorescent

TICKETING AREA LIGHTING

Relatively high vertical illumination on ticketing machines and at attended ticket windows is required to adequately light the faces of Amtrak employees and passengers. The rear wall behind the ticket counter should thus be illuminated with wall washers to provide adequate lighting for corporate identity graphics and brand signatures. Fluorescent downlights over the ticket counter are to provide focal task lighting where appropriate. The addition of larger or empty conduit for phone and data cabling should be included to allow flexibility for future communications installation. Empty conduit should always include pull strings.

The functions and target illuminances are indicated in the table below:

FUNCTION	TARGET ILLUMINANCE (fc)			SOURCE
	Task	Emer.	Off Hrs.	
Support Offices	30-50	1		Fluorescent
Ticketing	25-40	1	10	Fluorescent
Backwalls	Wall Wash			Fluorescent

CONCOURSE LIGHTING

A bright environment is desired. To facilitate sign identification and the rapid circulation of pedestrians, Amtrak recommends that the lighting systems provide relatively high vertical illuminances. Illumination of selected walls, columns and other vertical elements is encouraged to create a luminous perimeter. This will enhance the sense of spaciousness in the concourses. This is an area that affords a wider selection of sources than the platforms depending on the ceiling heights and spacing to mounting conditions.

The designer should consider the following criteria to select the most appropriate lighting:

- Application
- Architectural condition
- Surrounding conditions
- Type of fixture
- Color rendering
- Energy efficiency

To facilitate building operations, the designer should minimize the different types and sizes of lamps required. The following summary of sources should be used as a guideline in selecting lighting for the various applications in the project. Again, the addition of larger or empty conduit (with pull strings) for phone and data cabling should be included to allow flexibility for future communications installation.

INCANDESCENT

The advantages of small size, precise beam control and excellent color rendition are out weighed by short lamp life and poor energy efficiency. For these reasons, the use of incandescent lighting should be limited to specific tasks. Only lamps with a life span in excess of 2000 hours may be specified.

- Possible Applications: Retail accent lighting.
- Typical Luminaires: Recessed adjustable accent fixture, track fixtures

LINEAR FLUORESCENT

The advantages of linear fluorescent make it viable for the majority of the lighting solutions on the project. To reduce the complexity of operations, only T8 lamps with a correlated color temperature of 3000 kelvins and a color-rendering index of 80 or better are to be specified. Longer lengths are preferred from an economical standpoint. The ability to use fewer lamps means less control gear and lower operational and maintenance costs. However, in choosing a lamp's length the issues of cost, storage and ease of installation must be considered. When analyzing all factors, specified lamp lengths should not exceed 5 feet (4 feet lamp length is recommended). It is also important that the lamp length be able to integrate within the ceiling module.

- Possible Applications: Retail, commercial, offices, platforms, check-in, ticketing, locker rooms, kitchen
- Typical Luminaires: Recessed linear troffers, Cove lighting, Linear wall washing, Task lighting, Signage

COMPACT FLUORESCENT

This source offers the many advantages of fluorescent in a much smaller package making it suitable for use in downlights and curved architectural coves. Since compact fluorescent has only moderate lamp life and lumen maintenance characteristics, its use should be restricted to applications that have higher standards of finish. To reduce the complexity of operations, only lamps with a correlated color temperature of 3000-3200 kelvins and a color-rendering index of 80 or better are to be specified.

- Possible Applications: Retail, commercial, offices, elevators, low ceiling waiting areas
- Typical Luminaires: Recessed downlights, recessed wallwashers, cove lighting, task lighting

METAL HALIDE

Metal Halide is an appropriate source for many applications in the project. It should be used for downlights in high ceiling spaces, areas where color rendition is not a major concern and areas where difficult access dictates minimized maintenance. Specified metal halide lamps should be in the range of 3000-3200 kelvins correlated color temperature. MasterColor Metal Halide lamps, combining better color stability, excellent color rendition (up to 85 CRI), increased efficacy and reduced energy consumption should be specified where applicable. A color rendering index of greater than 80 is required for lamps below 400 watts. A color rendering index of greater than 65 should be specified for lamps 400 watts or more.

- Possible Applications: Atria, platforms, concourse, perimeter lighting, car park, pedestrian and vehicular entries, external footbridges, escalators, retail interface
- Typical Luminaires: Recessed downlights, recessed wallwashers, industrial vapor tight fixtures, high bay fixtures

The following table summarizes the lighting requirements for many of the areas discussed in the Waiting portion of the Guidelines:

	Target Illuminances (fc)				
Room Name	Task	Emer.	Off Hours	Density (W/f²)	Recommended Sources
Concourses	15-20	1	7.5	1.4	Fluorescent Metal halide
Atria	15-25	1	7.5	1.4-1.9	Metal halide
Retail	40-60	1		3.7-5.6	Fluorescent Incandescent
Retail interface	20	1	10	1.4-2.8	Fluorescent Metal halide
Ticketing	25-40	1	10	2.3	Fluorescent
Administrative offices	50 30 Ambient	1		1.7	Fluorescent
Toilets	15-25	1		1.9	Fluorescent
Public stairways	25	1	12.5	1.1	Metal halide Fluorescent
Back of house stairways	20	1		1.1	Fluorescent

PLATFORM LIGHTING

Due to the linear nature of the station platforms, the use of linear fluorescent fixtures is encouraged for general platform lighting, platform edge lighting, and ceiling uplighting. At high-speed rail stations, a system-wide lighting solution for the platforms consists of a custom-designed pendant-mounted continuous fluorescent fixture, utilizing a two lamp up/downlighting component, mounted at the platform edge in 48 foot segments. The advantage of the approach used for these locations has been an improvement in lighting on a common area of passenger

injury, the gap between the train and the station platform, as well as an increased sense of brightness, overall safety and improved aesthetic.

PROVIDENCE BEFORE NEW LIGHTING

P
PROVIDENCE AFTER NEW LIGHTING

Other linear fluorescent fixtures can be utilized where more economical solutions are required, but any installed fixture should be able to withstand a high degree of abuse. As an example, the Se'lux "Survivor" is a fixture representing similar ideologies that is being considered in other locations. With a depth of less than 2-1/2 inches it can provide an attractive vandal resistant alternative within constrained conditions.

PLATFORM LIGHTING

The use of light colored materials is encouraged to maximize the number of luminous surfaces. Exterior areas with no canopies are to utilize pole-mounted fixtures with metal halide ceramic arc tube sources (3000º K).

	Target Illuminances (fc)				
Room Name	Task	Emer.	Off Hours	Density (W/f²)	Recommended Sources
Platforms	10-15	1	2	2.6	Fluorescent Metal Halide – color correct

As with other areas, the addition of larger or empty conduit for phone and data cabling should be included to allow flexibility for future communications installation. This should always include pull strings.

ELEVATOR AND ESCALATOR LIGHTING

The area immediately in front of the elevator doors should be illuminated to a higher level than the surrounding area. This may be accomplished by a lighting strip in the elevator door header or by increased frequency or intensity of fixtures in the adjacent ceiling. Elevator cab details should pay particular attention to maintenance as one can see the details from a close distance. The lighting should look as good on day 1 as on day 1,000. Reasonable re-lamping and cleaning are therefore crucial to ensure quality elevator cab lighting. As long as the minimum illuminance criteria are met on the elevator cab floor, there is wide latitude in the lighting treatment inside the cab. Both direct and indirect solutions may be proposed.

	Target Illuminances (fc)				
Room Name	Task	Emer.	Off Hours	Density (W/f²)	Recommended Sources
Elevators	5-10	1	5-10	2.3-3.3	Fluorescent
Escalators	15-25	1	7.5	1.4	Metal halide Fluorescent
Top and Bottom	30	1	15	1.7	Metal halide Fluorescent

As escalators may be areas of high passenger injury, it is crucial that lighting adequately illuminates these areas. Escalators are similar to elevators in that the lighting solution may be viewed from close-up; similarly, ease of maintenance is critical. Attention must be given to achieving minimum standard service illuminances on the escalator steps. Selection of surface materials and the use of wall washing should be considered to alleviate the "dark hole" effect as one looks down into escalators. Proper lighting should be provided to ensure that safety issues at the top and bottom of escalators is addressed.

RETAIL AREAS

ELECTRICAL REQUIREMENTS

The maximum electrical load that is permitted for each type of tenant should be identified. It is imperative that capacity always be available for Amtrak operations and services.

STOREFRONT LIGHTING

Lighting should follow the guidelines listed in this section. Lighting sources for retail should not be directed at the concourse or waiting area.

APPENDIX I
INFORMATION SYSTEMS

One of the most important elements to assure the safety, comfort and enjoyment of every passenger and visitor to Amtrak stations, as well as to enhance efficient operations by Amtrak employees, is presentation of a consistent, clear visual and audio information system. The use of consistent information systems provides both real and perceived reassurances at all phases of the station experience to passengers, particularly those new to train travel. Signage is to reflect a recognizable Amtrak visual image from station to station, but be adaptable to a variety of site conditions. Audio announcements are also to be delivered in a consistent manner. Standard public announcements have been developed to present train arrival, departure and general messages to passengers and guidelines have been developed for making emergency and security announcements in a prompt and uniform manner. Information systems should be planned as an integrated system, providing appropriate prompts and assistance at each step of the journey.

AMTRAK IDENTITY

Brand management practices dictate that the Amtrak corporate and product brands are used in ways that are consistent with approved guidelines. Misuse or changes to any Amtrak identity elements or brandmarks are not allowed, even in station applications. Guidance for usage of the Amtrak identity marks are further detailed in the Amtrak Graphic Signage Standards Manual that is available at www.signage.amtrakbrandmanagement.com.

AMTRAK®

TRAVELMARK

Amtrak®

WORDMARK

SIGNAGE

Signage within the Amtrak system is to be consistent, and representative of the company, rather than individual services or locations. The Amtrak Graphic Standards reflect the new Amtrak colors and are be the only approved signage types, unless historic restrictions require alternate types. Where multiple providers exist, a strategy is to be utilized that provides each agency with identifiable components of their unique branding system, along with a neutral component to present cross-agency information.

The following diagram reflects the minor changes for color that have been implemented, allowing the basic graphic format and location guidelines to continue.

1995 COLORS – CITY IDENTIFIER 2001 COLORS – CITY IDENTIFIER

TRAILBLAZER SIGNAGE

Trailblazers should be incorporated into all new construction and renovation projects. In many cases the trailblazer placards can be installed on existing highway directional signs. Occasionally, new structures are required. The trailblazer signs should include the Amtrak identity mark, for ease of visibility, in what is often an uncertain and anxious environment.

Coordination of trailblazing signage with state and local authorities, and other transit and transportation facilities in the immediate vicinity, should be included in the various reviews with local agencies and services to provide a comprehensive solution to wayfinding for all passengers.

TRAILBLAZER HIGHWAY SIGN

Both state and local officials will need to approve the proposed sign locations. Submittals should include verification that the additional signage components can be supported by the existing structure. In many cases where the existing structure provides adequate support, the signs can be installed as part of other signage replacement programs or highway signage maintenance programs, funded by the governing agency. Occasionally, a state DOT-approved contractor will need to be utilized for the installation of a structure or placard.

The Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) should be utilized in determining the most appropriate layouts and sizes of trailblazers. Signage is to be of grade and reflectivity to meet the respective state DOT requirements. The following table outlines general rules of thumb for the most typical sizes for trailblazer placards. All sizes should take into account the surrounding context and should be verified with the governing approval agency.

TYPICAL TRAILBLAZER SIGNAGE SIZES

Signage Type	Size Min	Size Max
Highway Overhead Guides	18" x 18"	36" x 36"
Local Street Trailblazer – Sizes are highly variable, due to local restrictions and signage systems in place	9" x 15"	24" x 24"

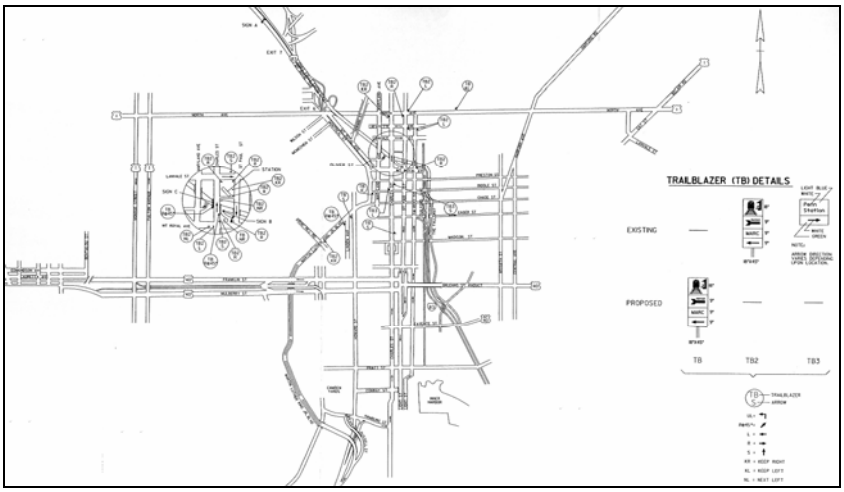
The highway overhead signs are intended to be incorporated into larger exit and directional information signs as shown below. The specific layout standards for the use of the new Amtrak travelmark are located on the internet at www.signage.amtrakbrandmanagement.com. Alternative layouts to be combined with MUTCD standards will be supplied upon request. All alternate layouts using the Amtrak travelmark must receive internal approval within Amtrak. Original artwork will be supplied to the manufacturer for one-time use.

LAYOUT BEFORE TRAILBLAZERS

LAYOUT AFTER ADDITION OF TRAILBLAZERS

NEW TRAILBLAZER PLACARD

All proposed solutions need to be coordinated and finalized with the respective town or DOT.



PROPOSED LAYOUT FOR DOT/ LOCAL REVIEW

STATION IDENTIFICATION

The exteriors of stations should be clearly identified as Amtrak service locations. Identifying signage can be directly attached to the structure, or be a freestanding component. Many first-time or infrequent passengers require reassurances that they have arrived at the correct location.

New monumental signs developed for the Northeast Corridor high-speed rail improvements use readily identifiable freestanding signage as a single aspect of the "kit-of-parts" signage program. The goal is to develop a visible trail that is recognizable to our passengers. A variety of exterior signage types have been developed, ranging from large monumental pylons to small economical panels and are incorporated into the Amtrak Graphic Signage Standards Manual.

EXTERIOR PYLON IN PHILADELPHIA

EXTERIOR PANEL SIGN IN SALEM, OR

INFORMATIONAL AND DIRECTIONAL SIGNAGE

All interior/exterior identification components and interior space must support and reinforce the image concept being established for Amtrak and its Customers. Of major importance is to give the impression that the entire station is united with understandable sequences of information.

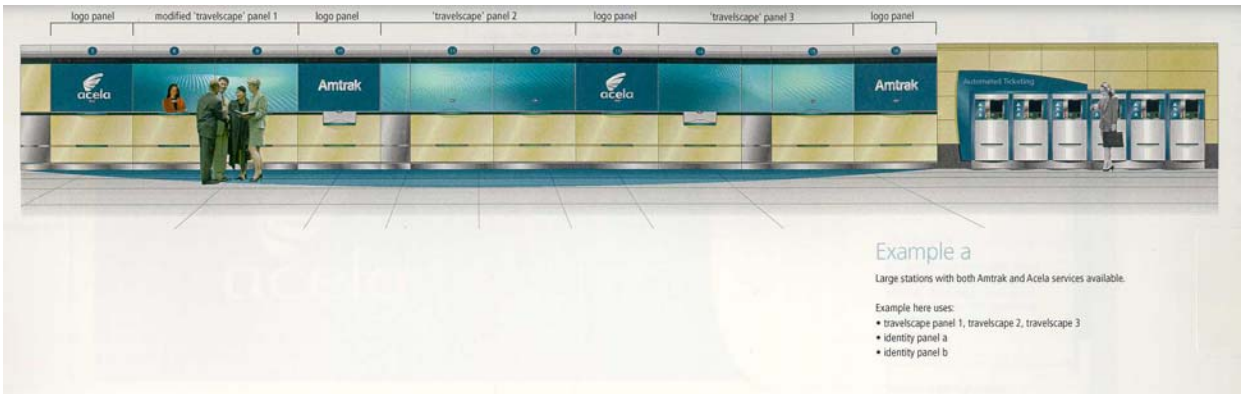
DIRECTIONAL SIGN

TICKET OFFICE BACKWALL GRAPHICS

Separate guidelines have being developed for backwall graphics, utilizing the Amtrak travelscape, corporate and product identity marks. All ticket offices should receive this branding component, without modifications to the design intent. The proposed design will

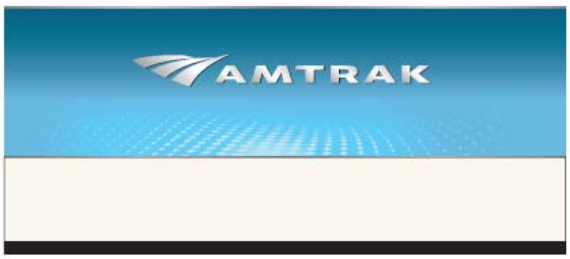
require approval by the branding team. The ticket office is the only location that will receive branding specific to the products offered, such as Acela, the long distance or state corridor services. If there is only space for one logo, options may be evaluated to determine if the logo used represents the corporate brand, or the specific product offered.

The backwall Travelscape consists of panels that are to appear continuous on each side of the logo panel. The logo panels are to have the Amtrak blue background, with brushed stainless brandmarks. This color scheme should be coordinated with the other architectural elements of the ticket office and station. Due to the size of the output, these files are complex and must be fabricated by vendors with adequate capabilities for opening the files and producing a high quality output. The graphic below provides an overview of the graphic concept being considered.



OVERVIEW OF NEW AMTRAK TICKET OFFICE GRAPHICS

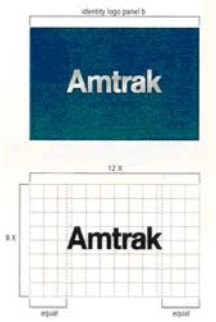
The background panel is to be Matthews Paint color MP15470 – Amtrak Blue or the Amtrak Travelscape. The lettering and Travelmark is to be brushed stainless steel or stainless steel laminate on a ¼" backing material.



TICKET BACKWALL GRAPHIC WITH TRAVELMARK AND TRAVELSCAPE

Alternative layouts using the Amtrak Wordmark may be used, as well as corridor and route identity marks upon approval of Amtrak and the sponsoring agency.

STATE-SUPPORTED CORRIDOR SERVICE IDENTITY MARKS



AMTRAK BACKWALL GRAPHIC WITH
WORDMARK WITH PAINTED BACKGROUND

TRAIN INFORMATION SIGNAGE
PASSENGER INFORMATION DISPLAY SYSTEMS (PIDS)

The use of signage and lighting is an important aspect of the boarding process. In larger stations, centrally located train information displays should be provided to inform passengers of train number, destination, departure time, boarding location and boarding status. For these larger display boards, the split-flap technology has proven to be successful over time. In fact, European systems that have upgraded the larger boards to electronic technology are finding that the sound associated with the older split-flap boards was a beneficial tool for waiting passengers, as the sound of the flaps changing informed them when there was a change in status. As a result, many systems are now retrofitting new units with a simulated split-flap sound. In larger stations, supplemental variable message signage should be supplied at the boarding gates. At smaller stations, the boarding location should be clearly identified with static signage.

Signage at boarding areas or gates in larger stations should be clearly visible from different areas of the station. The text size, both static and variable message, prioritizes the information – first gate, then track and time, followed by more detailed train information, including train number and destination, and lastly intermediate station stops served.

The use of light-emitting diode (LED) platform signs, especially at high-speed rail stations is crucial. Where a public address system is required, the

GATE PYLON AT THE BALTIMORE STATION

ADA Guidelines require a method of conveying the information visually. All stations can benefit from this amenity, providing a level of comfort for the passenger by continually reassuring them that they are in the right location. At high-speed rail stations, the signage can be used to facilitate the boarding process, indicating boarding and exit locations, if desired. The addition of larger or empty conduit for phone and data cabling should be included to allow flexibility for future communi-cations installation. Conduit should always include pull strings.

AMTRAK PLATFORM SIGNAGE AT PHILADELPHIA

STATIC SIGNAGE

Supplemental signage to the train information signage and conventional (static) signage in locations where variable train information signage is not used must comply with Amtrak's Graphic Signage Standards Manual. Static signage is to be utilized as a minimum standard on platforms. Where capacity warrants, the Amtrak specialty signage package utilizing a variable message system (PIDS), in conjunction with static information should be incorporated.

REGULATORY SIGNAGE

The supplemental signage may include safety information (identifiable with red cautionary colors), as well as station identification (including Braille identification at a minimum of one location, to comply with ADA requirements) and supplemental directional information, as required.

TYPICAL STATIC SIGNAGE TO SUPPLEMENT TRAIN INFORMATION

GREETING SIGNAGE

Where possible, welcome signs should greet passengers to the station location. They can be posted at points of circulation, or on entrances to the station building. These signs should reflect the graphics set forth in the Graphic Signage Manual, with the understanding that certain physical conditions may require modifications.

WELCOME SIGN IN PHILADELPHIA

DIRECTIONAL INFORMATION

Adequate directional information needs to be provided indicating exits, taxis and other connecting services. Where possible, location maps should be posted in a centralized location, allowing passengers to orient themselves to the area.

CONNECTION SERVICES

Information about commuter service, local or intercity bus and other connections should be available for continuing passengers. This should either be in a central location, where the passenger needs to move to a completely different area, or between detraining and exit locations.

Where possible, all of these elements should be combined into a centrally located area that is visible to detraining passengers. The display in Providence provides rental car courtesy phones, downtown maps, promotional information and images about events in the city and local bus connections.

CENTRAL INFORMATION KIOSK IN PROVIDENCE, RI

STOREFRONT SIGNS

Retail and service storefront designs should also be unified with the overall signage system of the station. Criteria for each facility should define the zones where signage may be installed and clarify if storefront signage is intended to be internally or externally illuminated. A combination of illumination types has the potential to create visual chaos that detracts from the primary wayfinding functions of the public space.

PUBLIC ADDRESS SYSTEMS

The use of public address systems is recommended in all new stations and/or station platforms, in order to allow Amtrak to communicate with passengers, even if from a remote location. Public announcements are made in a clear, audible and uniform manner to provide train and general information, as well as emergency and security announcements throughout the station facility. Amtrak has developed standard scripts for typical announcements for system-wide utilization which may be made by both automatic public address systems and by station personnel. The primary goal of a public address system is speech intelligibility. Professional studies indicate that the minimum rapid speech transmission index (RASTI) is 0.60. In complex historic environments, this may be lowered to 0.45.

Where a public address system is required, the ADA guidelines require a method of conveying the information visually. Public address systems should be integrated with both emergency systems (strobe/warning lights) and dynamic signage systems, including passenger information display systems (PIDS).

The best approach for speaker design and layout is to supply uniformly distributed layout of closely spaced loudspeakers, operated at a low loudness level, to improve intelligibility and comfort. As a general rule of thumb, speakers should be located so that listeners within the area of coverage are similar distances from the speaker. There should be no more than a two-to-one ratio for the furthest and closest listener. Dispersion angles also need to be considered in layouts. The 4kHz coverage angle should be used in the design of PA systems.

To achieve uniformity of coverage, the following guidelines should be used:

Minimum Design Goal	± 3 dB @ 500 Hz Octave Band
	± 6 dB @ 2000 Hz Octave Band
Optimum Design Goal	± 1.5 dB @ 500 Hz Octave Band
	± 3 dB @ 2000 Hz Octave Band

There are two other major components to be considered in PA system design for train stations – reverberation time and ambient noise levels. Long reverberation times, created by hard surfaces in large volumes create an acoustically challenging environment. For normal rooms, reverberation is a function of volume and sound absorbing materials. It is commonly defined by the following formula:

$$RT = .05\ V / A$$

RT = the reverberation time in seconds
V = the volume of the room in cubic feet
A = average absorption of room

Reverberation times should be targeted between 0.8 seconds and 1.4 second, with a 2-second reverberation time in larger waiting areas. The following table highlights some target reverberation times, although an evaluation of the architectural nature of the space should be considered in the final selection of the system.

TYPICAL REVERBERATION TIMES

Space	Reverberation Time	Considerations
Ticketing	1.2 – 1.4 seconds	
Waiting – normal	1.2 – 1.4 seconds	Sound absorbing materials on ceiling surfaces
Waiting – monumental	2 seconds	Sound absorbing materials on ceiling surfaces, if suitable and/ or possible
Offices	< 1 second	Acoustical ceilings
Restrooms	< 1 second	Acoustical ceilings, Duct lining between toilets to reduce sound transmission
Platforms	1.5 seconds (maximum)	

In specific locations where historic and/or complex spaces are involved, the use of a professional acoustical consultant is encouraged in order to ensure that correct sound transmission and reverberation factors are being met.

Ambient noise levels vary, based upon HVAC, people activity, retail functions and trains. In tested environments, the station interior has been shown to have an ambient noise level averaging between 66dB and 70dB. Platforms with stopped trains show an average ambient noise level of 80dB to 85dB. Optimum speech levels in quiet environments are achieved between 65-75dB, with speech intelligibility dropping at levels much higher than 90dB. Since the background noise in stations approaches normal speech levels, the loudness of the sound system needs to increase. A signal to noise ratio of 10bB should be targeted. In platform locations with high frequencies of train service, the use of sound monitoring devices should be considered, accounting for the degree of ambient noise difference between empty and train-occupied platforms.

Zoning requirements may vary, depending upon the station architecture, size and layout, but the minimum requirement should separate paging within the station and paging on individual platforms. Master paging locations should be considered at:

- Lead Clerk office
- Train information operator consoles
- Information Booths
- Ticket offices
- Customer Service counters

Secondary paging locations should be located at the boarding gates or stairway boarding locations and on the individual platforms.

Where a public address system is installed, an ADA compliant method of transmitting the same information visually is to be provided. This can be accomplished through variable message signage outlined previously or through paging monitors.

MICROPHONES

Delayed announcement playback should be utilized to eliminate squeal. Microphones should be a unidirectional type.

PREAMPLIFIER, AMPLIFIER AND MIXER

Equipment is to be rated for 250 watts output with provisions for up to 4 inputs and 70V balanced line output.

SPEAKERS

The range of human hearing for healthy individuals is between 20Hz and 18,000 kHz. As a result, most speakers available for public address systems are well within the ranges of human hearing. Low ranges of either 45 Hz or 60 Hz are acceptable, with high ranges falling between 16,000 and 18,000 Hz. Generally, the wider the range of the speaker, the better the speaker is.

Upload #10

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	PE-UP Estimates-DT

Material And Force Account Estimate
Illinois DOT

Estimate Number: 49103 **Version: 1**

Standard Rates: **Labor Additive = 204.59%** **WT Labor Additive = 168.94%**

Estimate Good for 6 Months Until 03/18/10

Location: JOLIET SUB, CONN, 121.4-126.6

Description of Work: SPCSL - 2B Project - Rehab Existing Main Line with 141# Rail and Concrete Ties Brighton Park to South Dwight MP 5.1 to MP 72.8

COMMENTS	FACILITY	Description	QTY	UOM	UCST	LABOR	MATERIAL	TOTAL
TRACK CONSTRUCTION - COMPANY								
		TRT RELAY	100.3	TM	1,056,000.00	105,916,800	0	105,916,800
	RDXING	RDXING 141# CON ON CON W/SAFLOK3	14953	TF	1,190.35	13,101,853	4,697,433	17,799,286
					Sub-Total =	**119,018,653**	**4,697,433**	**123,716,086**
HOMELINE FREIGHT								
		HOMELINE FREIGHT	21869	Per Ton	9.86	0	215,669	215,669
					Sub-Total =	**0**	**215,669**	**215,669**
PROJECT LEVEL COST								
	CONTINGENCIES	CONTINGENCY	30	%	1,239,317.54	35,705,596	1,473,930	37,179,526
					Sub-Total =	**35,705,596**	**1,473,930**	**37,179,526**
Total Wgt. in Tons = 21,869					**Totals =**	**54,724,249**	**6,387,032**	**161,111,281**

Grand Total = $161,111,281

Please Note: The above figures are estimates only and are subject to fluctuation. In the event of an increase or decrease in the cost or amount of material or labor required, Illinois DOT will pay actual construction costs at the current rates effective thereof.

Material And Force Account Estimate

Illinois IDOT

Estimate Number: 45643 **Version: 36**

Standard Rates: **Labor Additive = 205%** **WT Labor Additive = 168.94%**

Estimate Good for 6 Months Until 03/28/10

Location: JOLIET SUB, CONN, 36.76-62.69

Description of Work: Track 2B Project - Construct Second Main Track (SPCSL) - Springfield and Joliet Subdivisions (This estimate is all new track construction not covered in the 2A and Siding Rehab Estimates - Total 2B cost is this estimate and the 2A and Siding Rehab Es timates)

COMMENTS	FACILITY	Description	QTY	UOM	UCST	LABOR	MATERIAL	TOTAL
ENGINEERING								
		ENGINEERING	1	LS	21,150,000.00	21,150,000	0	21,150,000
		CONTRACT ENGINEERING	1	LS	8,325,000.00	0	8,325,000	8,325,000
		FLAGGING	2920	MD	750.00	2,190,000	0	2,190,000
					Sub-Total =	**23,340,000**	**8,325,000**	**31,665,000**
REAL ESTATE								
		ACQUIRE RIGHT-OF-WAY	600	AC	50,000.00	0	30,000,000	30,000,000
		EXISTING RIGHT-OF-WAY VALUE	1	LS	80,925,000.00	0	80,925,000	80,925,000
					Sub-Total =	**0**	**110,925,000**	**110,925,000**
TRACK CONSTRUCTION - COMPANY								
	TRACK	141#CWRHH0 CTIE SAFLOK3	1135439	TF	208.98	118,385,877	118,894,875	237,280,751
	PPTO	PPTO 141# #24 PO MPF CONC	124	EA	494,087.36	35,147,391	26,119,442	61,266,833
(44 are for Main Trk Rehab)	PPTO	PPTO 141# #20 PO MPF CONC	132	EA	431,274.06	30,366,701	26,561,475	56,928,176
(8 are for Main Trk Rehab)	PPTO	PPTO 141# #15 PO SMSR CONC	27	EA	227,406.94	1,973,082	4,166,906	6,139,988
(17 are for Main Trk Rehab)	PPTO	PPTO 141# #11 PO MISR CONC	53	EA	170,921.92	3,530,657	5,528,205	9,058,862
	RDXING	RDXING 141# CON ON CON W/SAFLOK3 TIES	11830	TF	996.42	8,757,599	3,030,005	11,787,604
(Main Trk Rehab)	RRXING	RR DIAMOND	14	EA	70,513.72	652,506	334,686	987,192
					Sub-Total =	**198,813,813**	**184,635,593**	**383,449,406**
TRACK REMOVAL - COMPANY								
all sizes	PPTO	REMOVE TO: #15	124	EA	14,986.87	1,858,371	0	1,858,371
	TRACK	REMOVE TRACK	53479	TF	9.64	515,311	0	515,311
(33 are for Main Trk Rehab)	RRXING	REMOVE RR XING (DIAMOND)	38	EA	9,562.49	363,375	0	363,375
					Sub-Total =	**2,737,057**	**0**	**2,737,057**
SITE WORK - CONTRACT								
		MOBILIZATION	1	LS	13,230,000.00	0	13,230,000	13,230,000
based on 50' strip		CLEARING AND GRUBBING	1250	AC	2,500.00	0	3,125,000	3,125,000
		GRADING: EMBANKMENT	4125790	CY	8.00	0	33,006,320	33,006,320
		SUBEXCAVATION	400000	CY	12.00	0	4,800,000	4,800,000
		CLEAN FILL FOR SUB-EX FUR/PLC	400000	CY	16.00	0	6,400,000	6,400,000
		LIME STABILIZATION, 6" PLC, CMPCT,	3424900	SY	4.00	0	13,699,600	13,699,600
based on 25% of project area		FABRIC: GEOTEXTILE FURN. & PLACE	856225	SY	5.00	0	4,281,125	4,281,125
		AGGREGATE - SUBBALLAST - FURNISH, PLACE	1141633	CY	40.00	0	45,665,320	45,665,320
based on fencing 80% of project		REMOVE FENCE	872000	LF	4.00	0	3,488,000	3,488,000
based on fencing 80% of project		FENCE: 4S BARBED WIRE	872000	LF	6.00	0	5,232,000	5,232,000
		FENCE: CHAIN LINK	1140480	LF	18.00	0	20,528,640	20,528,640
based on fencing 80% of project		FENCE: SILT	872000	LF	3.00	0	2,616,000	2,616,000
based on 10% of silt fence		HAY BALES (LIN FOOT)	90000	LF	16.00	0	1,440,000	1,440,000
based on 20' strip		SEEDING - DRILLED	500	AC	3,000.00	0	1,500,000	1,500,000
Access Road Opposite Side Main		GRADING: EMBANKMENT	1510000	CY	8.00	0	12,080,000	12,080,000
Access Road Opposite Side Main		AGGREGATE - SUBBALLAST - FURNISH, PLACE	329000	CY	50.00	0	16,450,000	16,450,000
		CROSSING APPROACH	246	LS	40,000.00	0	9,840,000	9,840,000
		UTILITY RELOCATIONS	1	LS	6,660,000.00	0	6,660,000	6,660,000
		WETLAND MITIGATION	1	LS	7,020,000.00	0	7,020,000	7,020,000
		TRAILER - OFFICE - FOR ONSITE USE	260	MO	2,000.00	0	520,000	520,000
					Sub-Total =	**0**	**211,582,005**	**211,582,005**
DRAINAGE - CONTRACT								
See XLS for detailed estimate		CULVERT: INSTALL	1	LS	27,670,650.00	0	27,670,650	27,670,650
					Sub-Total =	**0**	**27,670,650**	**27,670,650**
BRIDGE - CONTRACT								
		BRIDGE - CONSTRUCT	1	LS	96,439,593.00	0	96,439,593	96,439,593
Modify O.H. Structures		BRIDGE - CONSTRUCT	1	LS	3,500,000.00	0	3,500,000	3,500,000

					Sub-Total =	**0**	**99,939,593**	**99,939,593**

EQUIPMENT RENTAL

		EQUIPMENT RENTAL	1	LS	3,802,500.00	0	3,802,500	3,802,500
					Sub-Total =	**0**	**3,802,500**	**3,802,500**

HOMELINE FREIGHT

		HOMELINE FREIGHT	2454200	Per Ton	7.03	0	17,253,080	17,253,080
					Sub-Total =	**0**	**17,253,080**	**17,253,080**

PROJECT LEVEL COST

	CONTINGENCIES	CONTINGENCY	30	%	8,890,242.90	67,467,261	199,240,026	266,707,287
					Sub-Total =	**67,467,261**	**199,240,026**	**266,707,287**

Total Wgt. in Tons = 2,454,200

Totals = 92,358,131 63,373,447 1,155,731,577

Grand Total = $1,155,731,577

This is a "Shotgun" estimate, intended to provide a ballpark cost to determine whether a proposed project warrants further study. This estimate is not to be used for budget authority. This estimate is based on a conceptual design, without detailed engineering or site investigation. Quantities and costs are estimated using readily available information and experience with similar projects. Site conditions and changes in project scope and design may result in significant cost variance.

Preliminary Estimate

Estimate Creation Date: 09/21/2009 Number: 49143 Version: 2

Estimate Good for 6 Months Until 03/21/10

Location: JOLIET SUB, SIMN, 121.4-126.6

Description of Work: Springfield/Joliet Sub - Estimate for 2B less 2A.. M.P. 5.0 on the Joliet to M.P. 281.0 on the Springfield High speed rail and PTC estimate.

COMMENTS	Description	SubDivision	QTY	UOM	Unit Cost	LABOR	MATERIAL	TOTAL
SIGNAL								
	6 X 6 E.C. INTERFACE CABIN	SPRINGFIELD SUB	8	EA	43,000.00	184,000	160,000	344,000
	ADDITIONAL SWITCH MACHINE		109	EA	59,268.00	3,818,052	2,642,160	6,460,212
	C.P. CROSSOVER W/MPF		50	EA	622,402.00	16,491,700	14,628,400	31,120,100
	C.P. CROSSOVER		1	EA	489,980.00	260,985	228,995	489,980
	C.P. END OF SIDING HOUSE ONLY		60	EA	316,605.00	10,392,720	8,603,580	18,996,300
	C.P. END OF SIDING W/MPF		13	EA	435,561.00	2,908,230	2,754,063	5,662,293
	C.P. UNIV.CROSSOVER		11	EA	670,795.00	3,764,552	3,614,193	7,378,745
	C.P. UNIV.CROSSOVER		14	EA	866,738.00	5,970,062	6,164,270	12,134,332
	CP SIGNAL		80	EA	46,425.00	2,088,960	1,625,040	3,714,000
	DOUBLE TRACK BACK TO BACK SIGNAL W/DED		27	EA	166,516.00	2,563,164	1,932,768	4,495,932
	DOUBLE TRACK REGENERATIVE REPEATER		22	EA	96,609.00	1,234,970	890,428	2,125,398
	ELECTRIC BLADE SWITCH HEATER		486	EA	75,017.00	13,228,920	23,229,342	36,458,262
	LEAVING SIGNAL		22	EA	120,030.00	1,578,170	1,062,490	2,640,660
	SINGLE TRACK BACK TO BACK SIGNAL W/DED		9	EA	97,834.00	489,771	390,735	880,506
	DOUBLE TRACK HBD/HWD		19	EA	227,890.00	1,512,875	2,817,035	4,329,910
	NEW AC METER LOOP		838	EA	19,000.00	7,542,000	8,380,000	15,922,000
	COMMUNICATION		2	EA	10,000.00	0	20,000	20,000
	DATA RADIO		260	EA	22,861.00	3,225,820	2,718,040	5,943,860
	MASTER RADIO		1	EA	25,000.00	7,000	18,000	25,000
	XING 2 TK. GCP- W/ GATES		197	EA	192,700.00	18,958,098	19,003,802	37,961,900
	XING ADD DAX (MODULES AND 1000' CABLE)		201	EA	16,930.00	1,856,637	1,546,293	3,402,930
	XING REMOTE GCP. 2 TK. 4X4		82	EA	104,163.00	4,367,648	4,173,718	8,541,366
	XING BASE FOUR QUAD LOCATION		142	EA	493,000.00	23,430,000	46,576,000	70,006,000
	UNDERGROUND CABLE/1000'		105	EA	11,000.00	682,500	472,500	1,155,000
					Sub-Total =	**126,556,834**	**153,651,852**	**280,208,686**
PROJECT LEVEL COST								
	CONTINGENCY		30	%	2,802,086.86	37,967,050	46,095,556	84,062,606
					Sub-Total =	**37,967,050**	**46,095,556**	**84,062,606**
					Totals =	**64,523,884**	**99,747,408**	**364,271,292**

Grand Total = $364,271,292

This is a "Shotgun" estimate, intended to provide a ballpark cost to determine whether a proposed project warrants further study. This estimate is not to be used for budget authority. This estimate is based on a conceptual design, without detailed engineering or site investigation. Quantities and costs are estimated using readily available information and experience with similar projects. Site conditions and changes in project scope and design may result in significant cost variance.

Material And Force Account Estimate

Illinois IDOT

Estimate Number: 45643 **Version: 20**

Standard Rates: **Labor Additive = 205%** **WT Labor Additive = 168.94%**

Estimate Good for 6 Months Until 03/17/10

Location: JOLIET SUB, CONN, 36.76-62.69

Description of Work: Track 2B Project - Upgrade Dwight Siding and spread to 20' track centers (SPCSL) - Joliet Sub - MP 70.18 to 72.78

COMMENTS	FACILITY	Description	QTY	UOM	UCST	LABOR	MATERIAL	TOTAL
ENGINEERING								
		ENGINEERING	1	LS	200,000.00	200,000	0	200,000
		CONTRACT ENGINEERING	1	LS	100,000.00	0	100,000	100,000
		FLAGGING	180	MD	750.00	135,000	0	135,000
					Sub-Total =	**335,000**	**100,000**	**435,000**
TRACK CONSTRUCTION - COMPANY								
		TRT RELAY	2.51	TM	1,056,000.00	2,650,560	0	2,650,560
	RDXING	RDXING 141# CON ON CON W/SAFLOK3 TIES	120	TF	1,029.51	92,164	31,377	123,541
	TRACK	SHIFT TRACK: M.L. W/O TIES	13219	TF	22.05	211,252	80,174	291,426
	PPTO	PPTO 141# #20 PO MPF CONC	2	EA	456,181.69	476,184	436,179	912,363
					Sub-Total =	**3,430,160**	**547,730**	**3,977,891**
TRACK REMOVAL - COMPANY								
	TO	REMOVE TO: #9	1	EA	3,886.41	3,886	0	3,886
	TRACK	REMOVE TRACK	500	TF	9.98	4,991	0	4,991
					Sub-Total =	**8,877**	**0**	**8,877**
SITE WORK - CONTRACT								
		MOBILIZATION	1	LS	150,000.00	0	150,000	150,000
		GRADING: EXCAVATION	17625	CY	8.00	0	141,000	141,000
		SUBEXCAVATION	5875	CY	12.00	0	70,500	70,500
		FABRIC: GEOTEXTILE FURN. & PLACE	14690	SY	5.00	0	73,450	73,450
		CLEAN FILL FOR SUB-EX FUR/PLC	5875	CY	16.00	0	94,000	94,000
		LIME STABILIZATION, 6" PLC, CMPCT,	17625	SY	4.00	0	70,500	70,500
		AGGREGATE - SUBBALLAST - FURNISH, PLACE	5875	CY	40.00	0	235,000	235,000
		REMOVE FENCE	10575	LF	4.00	0	42,300	42,300
		FENCE: 4S BARBED WIRE	10575	LF	6.00	0	63,450	63,450
		UTILITY RELOCATIONS	1	LS	50,000.00	0	50,000	50,000
		CLEARING AND GRUBBING	12.2	AC	2,500.00	0	30,500	30,500
		SEEDING - DRILLED	6.1	AC	3,000.00	0	18,300	18,300
		WETLAND MITIGATION	1	LS	50,000.00	0	50,000	50,000
		MITIGATION - HABITAT	1	AC	50,000.00	0	50,000	50,000
		TRAILER - OFFICE - FOR ONSITE USE	24	MO	2,000.00	0	48,000	48,000
		CROSSING APPROACH	3	LS	40,000.00	0	120,000	120,000
					Sub-Total =	**0**	**1,307,000**	**1,307,000**
DRAINAGE - CONTRACT								
70.20 2 - 96" CMP		CULVERT CMP 96" -EXTEND - FURNISH &	1	LF	800.00	0	800	800
70.20 2 - 96" CMP		HEADWALL TYPE D - FURNISH AND INSTALL	1	EA	35,000.00	0	35,000	35,000
70.74 48" SSP		CULVERT: SSP 48" - EXTEND - FURN. & INST.	1	LF	500.00	0	500	500
70.74 48" SSP		HEADWALL TYPE A - CONSTRUCT	1	EA	10,000.00	0	10,000	10,000
71.02 36" CMP		CULVERT: CMP 36" - EXTEND -FURN. & INST.	1	LF	400.00	0	400	400
71.02 36" CMP		HEADWALL TYPE A - CONSTRUCT	1	EA	7,500.00	0	7,500	7,500
71.30 extend - includes headwall		RCB 6' X 6' - CONSTRUCT	1	LF	4,000.00	0	4,000	4,000
71.96 - replaces 24" cmp		CULVERT: SSP 36" - FURN. & JACK & BORE 36"	1	LF	500.00	0	500	500
71.96 - replaces 24" cmp		HEADWALL TYPE A - CONSTRUCT	1	EA	7,500.00	0	7,500	7,500
					Sub-Total =	**0**	**66,200**	**66,200**
BRIDGE - CONTRACT								
72.60 26' RCS		BRIDGE	30	LF	5,000.00	0	150,000	150,000
					Sub-Total =	**0**	**150,000**	**150,000**
EQUIPMENT RENTAL								
		EQUIPMENT RENTAL	1	LS	200,000.00	0	200,000	200,000
					Sub-Total =	**0**	**200,000**	**200,000**
HOMELINE FREIGHT								
		HOMELINE FREIGHT	11103	Per Ton	3.95	0	43,907	43,907
					Sub-Total =	**0**	**43,907**	**43,907**

PROJECT LEVEL COST

	CONTINGENCIES	CONTINGENCY	30	%	61,888.75	1,132,211	724,451	1,856,663
					Sub-Total =	**1,132,211**	**724,451**	**1,856,663**
Total Wgt. in Tons = 11,103					**Totals =**	**4,906,249**	**3,139,289**	**8,045,538**

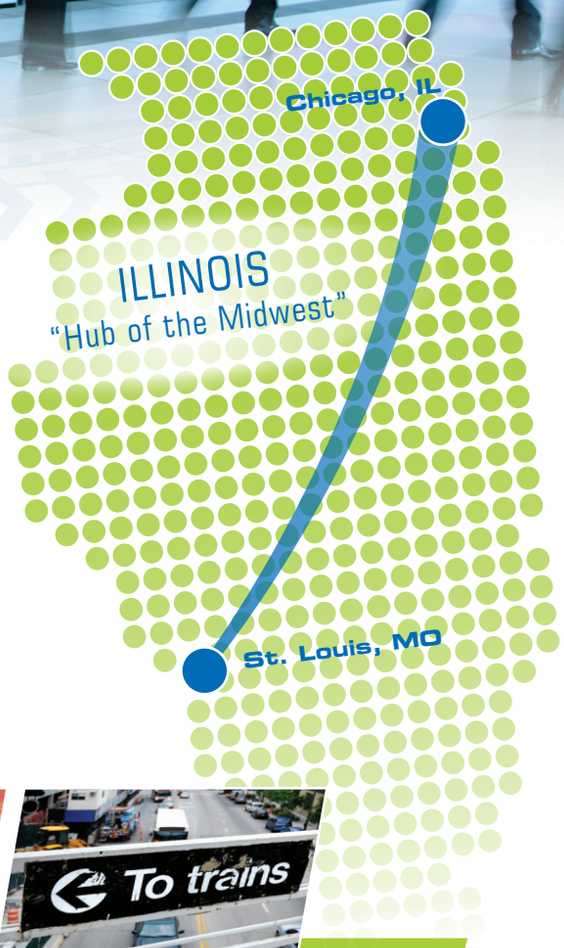
Grand Total = $8,045,538

This is a "Shotgun" estimate, intended to provide a ballpark cost to determine whether a proposed project warrants further study. This estimate is not to be used for budget authority. This estimate is based on a conceptual design, without detailed engineering or site investigation. Quantities and costs are estimated using readily available information and experience with similar projects. Site conditions and changes in project scope and design may result in significant cost variance.

Upload #11

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	NEPA-EA-DT

Illinois Department of Transportation



Illinois High-Speed Intercity Passenger Rail

ENVIRONMENTAL ASSESSMENT

September 30, 2009

» CHICAGO - ST. LOUIS CORRIDOR

Chicago to St. Louis High-Speed Passenger Rail Service

TIER 1 SERVICE LEVEL ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to 64 FR 28545
by the

US DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

and

ILLINOIS DEPARTMENT OF TRANSPORTATION

and

MISSOURI DEPARTMENT OF TRANSPORTATION

9-30-09	
Date of Approval	For Illinois DOT
9-30-09	Rodney P. Massman
Date of Approval	For Missouri DOT
Date of Approval	For Federal Railroad Administration

ABSTRACT: The Illinois Department of Transportation (DOT) and the Missouri DOT, in conjunction with the Federal Railroad Administration (FRA) are evaluating alternatives to improve high-speed passenger rail service between Chicago, Illinois and St. Louis, Missouri. This is a Tier 1 Service Level Environmental Assessment (EA) which addresses the service level issues that would be part of infrastructure and service improvements to achieve a four-hour travel time between Chicago and St. Louis. These improvements were not included in the Chicago – St. Louis High Speed Rail Project Environmental Impact Statement (EIS), completed in January 2003 and the Record of Decision (ROD) signed in January 2004. The preferred alternative follows the current Amtrak service routing and includes double tracking along the Union Pacific Railroad from Joliet to St. Louis, and other improvements to support a total of eight high-speed (110 mph) rail round trips per day. The majority of right-of-way currently exists to expand from a single track to double track, since this right-of-way was previously double tracked.

The following persons may be contacted for additional information concerning this document:

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Comments on the Tier 1 Service Level EA are due by October 19, 2009, and should be sent to either George Weber or Rod Massman at the address shown above.

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0.0 ABBREVIATIONS AND ACRONYMS

AAI	All Appropriate Inquiries
AAR	American Association of Railroads
ACHP	Advisory Council for Historic Preservation
ACS	American Community Survey
ADID	Advanced Identification
APE	Area of Potential Effects
AREMA	American Railway Engineering and Maintenance-of-Way Association
ASTM	American Society for Testing and Materials
AWQMN	Ambient Water Quality Monitoring Network
ARRA	American Recovery and Reinvestment Act
BCR	Bridge Condition Report
BNSF	Burlington Northern Santa Fe Railway
BSC	Biological Stream Characterization
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CE	Categorical Exclusion
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	Code of Federal Regulations
CN	Canadian National Railway Corporation
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CREATE	Chicago Region Environmental and Transportation Efficiency
CTA	Chicago Transit Authority
CWA	Clean Water Act
CWR	Continuously Welded Rail
dBA	A-Weighted Decibels
EA	Environmental Assessment
EDR	Environmental Data Resources
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
ESA	Endangered Species Act
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	U.S. Department of Transportation, Federal Highway Administration
FRA	U.S. Department of Transportation, Federal Railroad Administration
FTA	U.S. Department of Transportation, Federal Transit Administration
GHC	Greenhouse Gas
GM&O	Former Golf, Mobile and Ohio Railroad
HQAR	High Quality Aquatic Resources
HSR	High-Speed Rail
I&M	I&M Rail Link
ICC	Illinois Commerce Commission
IDNR	Illinois Department of Natural Resources

IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
IHB	Indiana Harbor Belt Railroad
IHPA	Illinois Historic Preservation Agency
INAI	Illinois Natural Areas Inventory
IWPA	Interagency Wetland Policy Act
MOA	Memorandum of Agreement
MP	Mile Post
MSA	Metropolitan Statistical Area
MSAT	Mobile Source Air Toxics
mph	Miles per Hour
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NOx	Nitrogen Oxides
NO_2	Nitrogen Dioxide
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NR	National Register
NRHP	National Register of Historic Places
NRI	Nationwide Rivers Inventory
NS	Norfolk Southern Railway
NWI	National Wetland Inventory
O_3	Ozone
Pb	Lead
PM	Particulate Matter
ppm	Parts Per Million
RI	Rock Island
ROD	Record of Decision
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
TLM	Track Laying Machine
µg	Microgram
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
VMT	Vehicle Miles of Travel
VOC	Volatile Organic Compound

Chapter 1

Purpose and Need

1.0 PURPOSE AND NEED

1.1 Background

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) is preparing an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. The Track 2 program is aimed at developing new high speed rail corridors and intercity passenger services, or substantial upgrades to existing corridor services. It is intended to fund a set of inter-related projects that collectively constitute the entirety or a distinct phase (or geographic section) of a long-range service development plan for high speed rail.

The FRA requires a corridor-wide National Environmental Policy Act (NEPA) study when submitting a Track 2 application. The FRA's guidance encourages agencies to tier their environmental reviews. Using this approach, broader programs are covered under a Tier 1 NEPA document, such as a corridor-wide Environmental Assessment (EA). In a Tier 2 NEPA document, site-specific projects or actions are addressed in an Environmental Impact Statement (EIS), EA, or categorical exclusion (CE) document.

To support the Track 2 application for the Chicago – St. Louis corridor, the IDOT has prepared a Tier 1 corridor-wide NEPA document. The purpose of this Tier 1 document is to document potential environmental impacts at the corridor or program level. For the Chicago-St. Louis corridor, this Tier 1 corridor-wide EA will address improvements, such as the double tracking of the line that were not included in the January 2003 EIS for the Chicago-St. Louis High Speed Rail Project. Project specific issues, such as environmental impacts associated with specific improvements, will be addressed in a Tier 2 NEPA document.

1.2 Introduction

The proposed project would improve passenger and freight rail transportation by restoring and completing missing sections from a second, parallel, mainline track along the Chicago – St. Louis rail corridor.

This project is the second step of an incremental approach for improving existing railroad infrastructure to achieve a four hour travel time for the passenger rail mode and is the most cost-effective approach to improving current intercity rail service and facilitating development of HSR within the Chicago – St. Louis corridor. The purpose and need of the Chicago – St. Louis High Speed Rail (HSR) Project is to modally balance the transportation system between these two cities with an environmentally friendly, reliable, and convenient

travel option. The purpose and need of the proposed project also includes preserving and improving rail freight services in the corridor, including intermodal freight services.

1.3 Project History

For over a decade, the IDOT has pursued improvements to passenger rail service between Chicago and St. Louis. The Chicago – St. Louis corridor is part of the Midwest Regional Rail System plan to develop and implement a 21st Century regional passenger rail system. In January 2003, the IDOT completed an Environmental Impact Statement (EIS) for the Chicago – St. Louis corridor. The Preferred Alternative from the EIS included the provision of high-speed rail service, 110 miles per hour (mph), along the existing Chicago – St. Louis Amtrak route south of Dwight, Illinios. No action was proposed between Chicago and Dwight. The proposed service consisted of three round trips per day. A Record of Decision (ROD) was signed in January 2004.

Since the ROD, the IDOT has made significant progress on the Chicago and St. Louis Corrridor in cooperation with the Union Pacific Railroad (UP), which owns the right-of-way south of Joliet and operates rail freight services in the corridor. The IDOT has coordinated the planning efforts with the Canadian National Railway (CN), the owner and operator of the rail line between Joliet and downtown Chicago, which have involved subsidizing Amtrak operations and investing capital to upgrade UP and Amtrak facilities. Extensive rehabilitation of the Chicago-St. Louis corridor track and signal systems have been upgraded, and four quadrant gates installed at many grade crossings in the corridor. Total costs since the signing of the ROD have exceeded $110 million. Under earlier programs, work in East St. Louis had been completed using $40 million in loan and grants provided by the IDOT and loans from the FRA.

1.4 Project Area

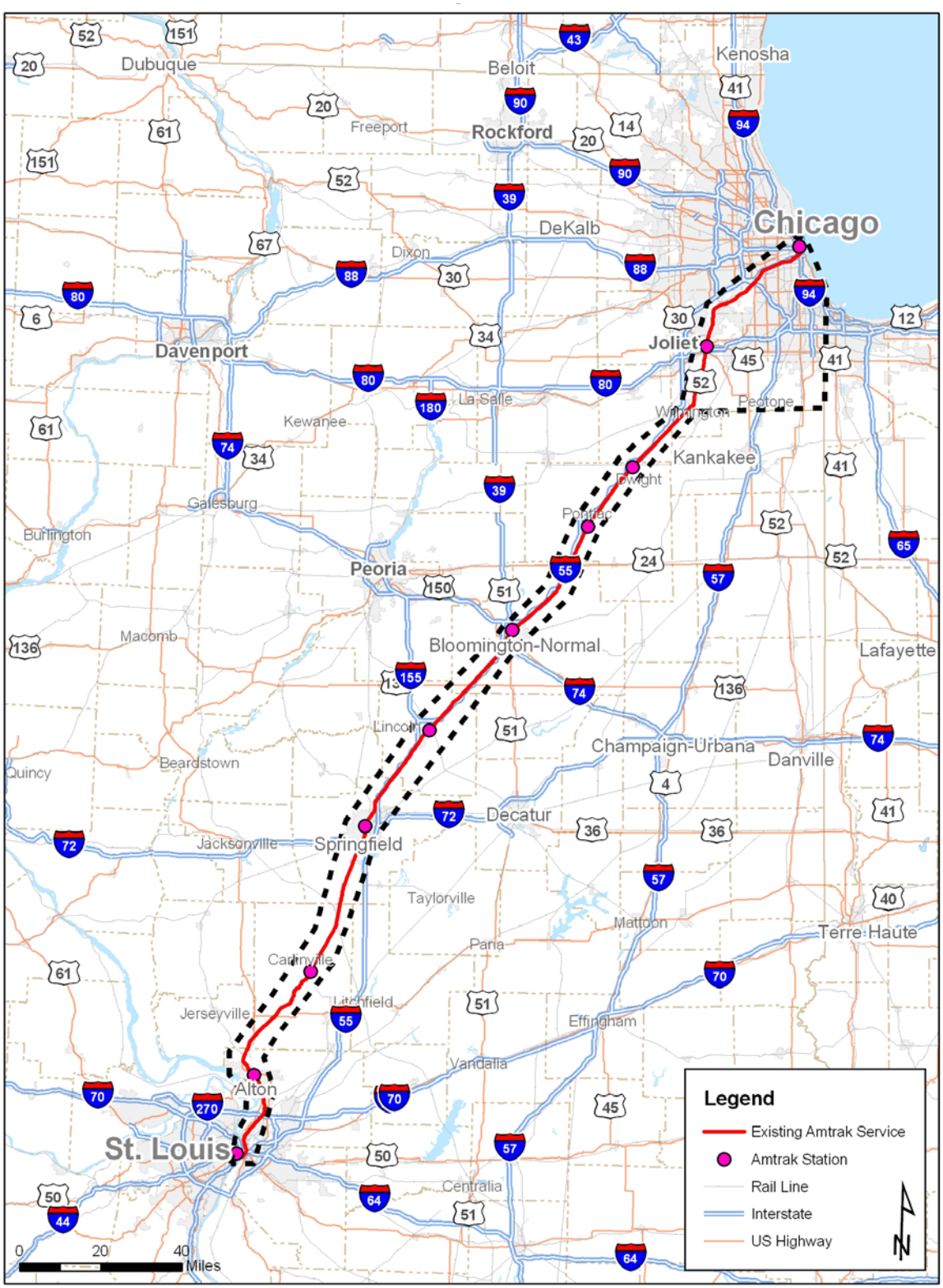
The overall project area lies along the 280-mile Chicago – St. Louis rail corridor, which extends in a northeast – southwest direction across the state of Illinois between Chicago, Illinois, and St. Louis, Missouri. The action proposed in this document is within and adjacent to the railroad right-of-way within this corridor. Figure 1-1 shows the project area.

1.5 Project Purpose and Need

1.5.1 Purpose of the Proposed Action

The overall purpose of this project is to establish a second mainline track between Joliet and St. Louis to enhance the passenger transportation network within the Chicago – St. Louis corridor, resulting in a more balanced use of the modal components. The CN portion of the corridor between Joliet and Chicago is already double-tracked. The existing transportation network consists of highway (automobile and bus), air, and rail (Amtrak) travel. Currently, 99 percent of the 35 million annual trips made in the Chicago – St. Louis corridor are accomplished through automobile and air travel. This project intends to establish a more balanced modal use of the transportation network by improving rail service.

Figure 1-1. Project Area



This project would improve existing passenger train-freight train meet (i.e., passing) operations by completing the double tracking of the UP portion of the corridor between Joliet, Illinois and St. Louis, Missouri, which would reduce delay, improve schedule reliability and safety, and increase average train speed to meet the goal of a four hour trip time between Chicago and St. Louis. The project would also improve passenger service without adversely affecting existing and future rail freight service, allowing the improvement of 110-mph HSR service within the corridor and enhancing the passenger transportation network.

1.5.2 Need for the Proposed Action

According to ridership estimates prepared in conjunction with the *Financial and Implementation Plan* (May 1994) and validated by the 1996 FRA study, *High-Speed Ground Transportation for America*, approximately 99 percent of person-trips in the corridor is by automobile, bus, and air, with the remaining one percent by rail (Amtrak). The need for the project stems from problems caused by this modal imbalance. These problems include congestion on highways, with inherent safety risks and environmental impacts, costly airfares and energy-inefficient short-haul air operations, travel time delays, and unreliability.

More than 90 percent of the over 35 million corridor trips have origins or destinations in Chicago or St. Louis. A more balanced transportation system in the corridor would provide travelers with greater mobility options. To achieve this, either a new transportation mode must be introduced, or improvements to an existing, less frequently used intercity passenger rail mode must be made. Reduced travel time, service reliability, and safety would attract travelers from automobile and air travel to a new or improved rail mode of transportation.

Reducing travel time and improving service reliability are paramount to increasing the viability of intercity passenger rail transportation. In order to be attractive, passenger rail must meet or better the travel time of auto travel on the parallel interstate freeways with 65 mph speed limits. A four hour overall travel time between Chicago and St. Louis is required to achieve that need. On-time performance, another key aspect of reliability, would be improved with the proposed project. Even with added passing capability, the existing single main track would not accommodate the additional frequency of proposed high speed passenger service and would not provide the operating flexibility required in view of the growing rail freight traffic. The project would improve travel times and on-time performance over existing Amtrak service. An increase in rail passenger ridership is projected to occur as a result of the project, as the dual mainline tracks are expected to result in an overall reduction in rail travel times meeting the four hour time between the corridor end points, plus improvements in the reliability and safety of rail service. The dual mainline tracks are also expected to avoid the operating conflicts for intercity passenger services resulting from the increased rail freight traffic anticipated to serve new intermodal freight facilities currently being constructed.

1.6 Applicable Regulations and Permits

- Section 404 of the Clean Water Act from the U.S. Army Corps of Engineers

  Section 404 of the Federal Clean Water Act regulates the discharge of dredged or fill materials into waters of the U.S., including wetlands. The introduction of fill or other materials (other than pre-cast structures) below the ordinary high water line of surface waters such as rivers, streams, ponds, wetlands, or unavoidable filling of wetlands would require a Section 404 permit.

- Section 401 of the Clean Water Act Water Quality certification from the Illinois Environmental Protection Agency.

  States are granted authority to review activities in waterways and wetlands and to issue water quality certifications under Section 401. The Illinois Environmental Protection Agency (IEPA) issues a Section 401 Water Quality certification for all activities requiring a dredge and fill permit. Under the state's antidegradation policy, individual water quality certifications would be subject to public review. A Section 401 permit is mandatory for all projects requiring a Section 404 permit.

- Section 402 of the Clean Water Act National Pollutant Discharge Elimination System (NPDES) Construction Permit from the IEPA.

  Because the proposed project would disturb 0.4 hectares (1 acre), it would be subject to the requirement for an NPDES permit for stormwater discharges from the construction site(s). Permit coverage would be obtained under the IEPA General Permit for Stormwater Discharges from Construction Site Activities (NPDES Permit No. ILR10) that would disturb about 0.4 hectares (1 acre) or under individual NPDES permits.

  A Stormwater Pollution Prevention Plan would be prepared and implemented, in accordance with requirements under the NPDES permit(s).

- Construction in Floodways of Rivers, Lakes, and Streams from the Illinois Department of Natural Resources (IDNR), Office of Water Resources

  The IDNR Office of Water Resources issues permits for work within regulatory floodways or public waters, and for the crossing of streams with more than 259 hectares (640 acres) of drainage area.

- Section 7 of the Endangered Species Act of 1973

  If endangered species are identified during the project, all activity in the immediate area would cease. Coordination with the U.S. Fish and Wildlife Service would be initiated as required by Section 7, and appropriate state or federal permits would be sought.

  The IDNR issues permits for incidental takes of state-listed threatened or endangered species.

- Air Permits

  To control local air pollution impacts, a permit may be required for portable bituminous and concrete plants used in project construction.

- IDOT Requirements

  Prior to construction, erosion control fencing would be placed at the limits of construction. Zones of fill, grading, compaction, or equipment movement would be restricted to areas outside the protective fencing. Impacts from silt and sedimentation would be minimized through adherence to erosion control measures outlined in IDOT's Standard Specification's for Road and Bridge Construction, January 1, 2007.

- Executive Order 11988, Floodplain Management (42 Federal Register [FR 26951)
- Executive Order 11990, Protection of Wetland (42 FR 26961)
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 FR 7629)
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (65 FR 50121)
- Federal Railroad Administration Procedures for Considering Environmental Impacts (64 FR 28545 and 49 CFR Part 260.35)
- National Environmental Policy Act of 1969 (42 USC § 4321 et seq., signed January 1, 1970)
- Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR 1500–1508)
- Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 USC § 303)
- Section 6(f) of the Land and Water Conservation Act of 1965 (16 USC § 460)
- Sections 9 and 10 of the Rivers and Harbors Act of 1899 (33 USC § 401)
- Section 106 of the National Historic Preservation Act, as amended (16 USC § 470)
- Section 404 of the Federal Water Pollution Control Act (33 USC § 1344)
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 USC § 61)
- Use of Locomotive Horns at Highway-Rail Grade Crossings, Final Rule (40 CFR 222 and 229)

Chapter 2

Alternatives

2.0 ALTERNATIVES

2.1 Introduction

The alternatives selected for evaluation in this Environmental Assessment (EA) include the No Build Alternative and a Build Alternative that provides for increased HSR service levels through double-tracking of the Union Pacific (UP) Railroad/Amtrak routing between Dwight, Illinois and St. Louis, Missouri. Three alternative routings and associated improvements (such as new double-tracking, crossovers, and sidings) between Dwight and Chicago were examined and two alternative routings through Springfield, Illinois were examined.

2.2 No Build Alternative

The No Build Alternative includes existing and expected near-term freight and Amtrak services between Chicago and St. Louis and the proposed improvements to implement HSR contained in the Chicago – St. Louis High Speed Rail Project Environmental Impact Statement (EIS), completed in January 2003, with the Record of Decision (ROD) signed in January 2004. The EIS and ROD included the upgrade of the existing single track and 22 miles of siding, 12 miles of second track, one grade-separated highway-railroad grade crossing, and the installation of enhanced warning devices at 174 grade crossings, along the UP/Amtrak route between Dwight and St. Louis to allow 110-mile per hour (mph) operation for three round trips per day.

With the opening of the new Joliet intermodal terminal, the number of freight trains is expected to double in the next year from six per day to 12 per day. Additional growth in freight trains is also expected beyond the 12 trains per day with the potential of up to 22 trains per day by 2017. The number of Amtrak trains has increased to 10 trains per day.

The majority of intercity automobile travel in the Chicago – St. Louis Corridor is concentrated on Interstate 55 (I-55), which primarily runs parallel to the Chicago – St. Louis Amtrak route. With the No Build Alternative, normal maintenance and minor highway improvements would continue. A proposed new four-lane I-70 Mississippi River bridge would provide additional highway capacity between Missouri and Illinois in the St. Louis metropolitan area, providing some congestion relief to I-55.

Intercity bus service is provided by Greyhound Lines and Megabus. With the No Build Alternative, it is assumed that the number of bus trips would increase proportionately with the projected growth of bus travel demand in the corridor. It is also assumed that the number of corridor air service flights would increase proportionately to the projected air travel demand growth in the corridor.

The No Build Alternative would not meet the purpose and need of the project. It would not improve the modal balance in the Chicago – St. Louis Corridor, it would not ensure reliable four hour overall travel time between Chicago and St. Louis, and it would not alleviate

conflicts with freight traffic or operating costs. The single main track with sidings and 12 miles of additional second track could not accommodate the additional frequency of high speed passenger service and would not provide the operating flexibility required in view of the growing rail freight traffic. As a result, on-time performance for the additional frequency of high speed passenger trains would be adversely affected.

The proposed project would result in major improvements in terms of travel times and on-time performance over the No Build conditions. An increase in rail passenger ridership would occur as a result of the project, as the dual mainline tracks are expected to result in an overall reduction in rail travel times meeting the four hour time between the corridor end points, plus improvements in the reliability and safety of rail service. The dual mainline tracks are also expected to avoid the operating conflicts for intercity passenger services resulting from the increased rail freight traffic anticipated to serve new intermodal freight facilities currently being constructed.

With the No Build Alternative, if additional rail capacity is needed in the future to accommodate projected overall travel growth of the Chicago – St. Louis Corridor, it is assumed that cars would be added to existing trains rather than adding additional trains.

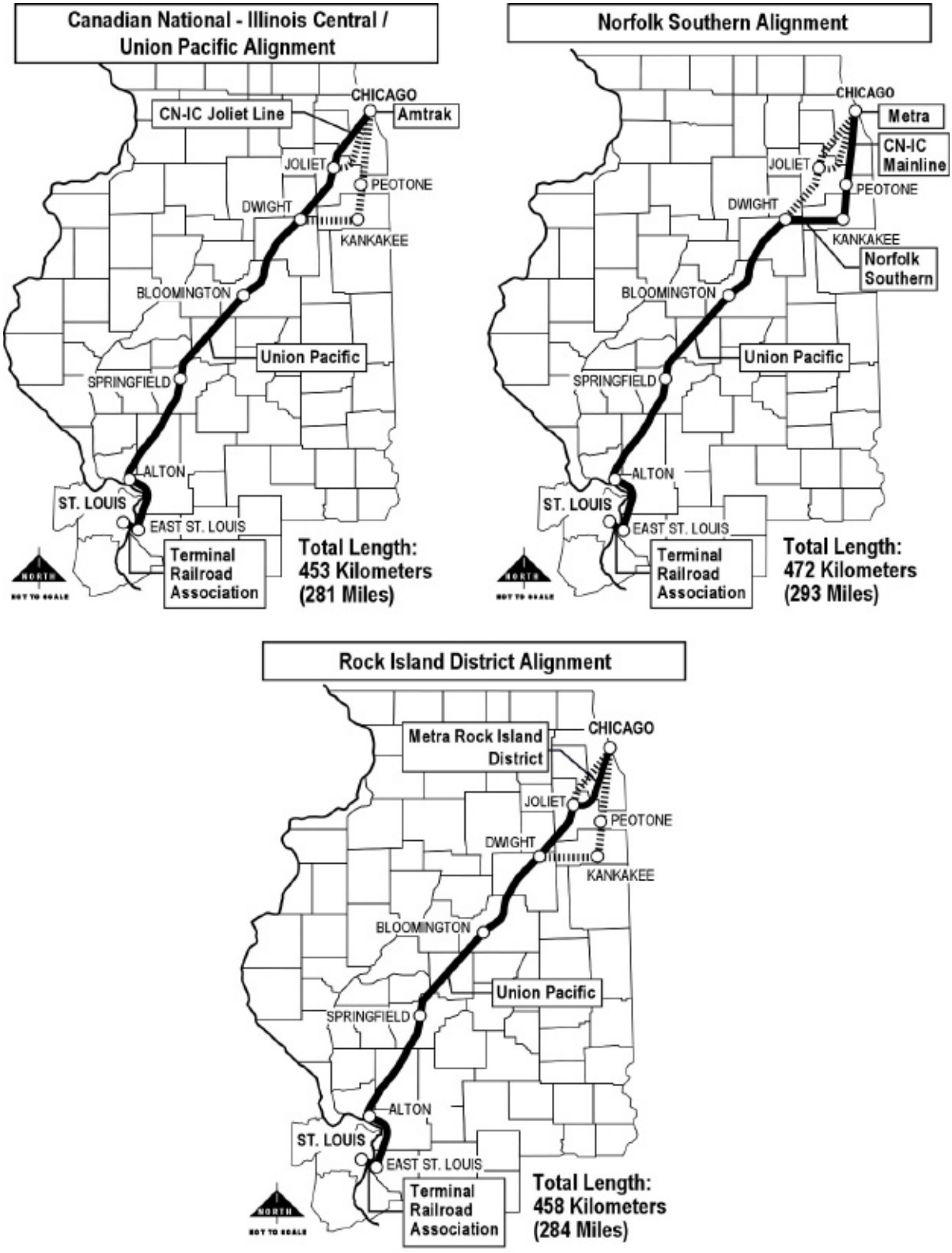
2.3 Detailed HSR Build Alternative

2.3.1 Alternatives Considered between Dwight and Chicago

Due to the lack of funding commitments and the uncertainty regarding several related projects, the 2003 Chicago – St. Louis HSR Project EIS did not select a Build alternative between Dwight and Chicago. Three alternatives were evaluated in the EIS process. One alternative was the existing route utilizing the UP between Dwight and Joliet and the Canadian National (CN) (former Illinois Central/GM&O/Alton) between Joliet and Chicago Union Station. Another alternative used a Norfolk Southern (NS) (former Conrail) branch line east of Dwight to Kankakee, and then the Canadian National (former Illinois Central) line north to Chicago. The third alternative followed the UP north from Dwight to Joliet and then followed the Metra Rock Island District (RI) (former Rock Island) line between Joliet and Chicago. Figure 2-1 shows the three alternatives.

Amtrak currently uses the UP-CN alternative for the six Lincoln Service trains operated daily between Chicago and St. Louis. The State of Illinois helps fund these six trains. The UP-CN alternative is also used by the Texas Eagle, part of Amtrak's long-distance national network, which continues beyond St. Louis to Dallas-Fort Worth and San Antonio, Texas. Between Chicago and St. Louis, the UP-CN alternative has 281 miles, the NS alternative has 293 miles, and the RI alternative has 284 miles.

Figure 2-1
Alignments Evaluated in the Draft EIS



2.3.1.1 Funding Availability

Questions regarding funding that existed in 2003 have now been answered; therefore, the choice of an alternative is clearer. A concern cited in the Final Environmental Impact Statement (FEIS) was the lack of committed funding for improvements in the project area. The new commitment of federal funds for high speed intercity passenger rail in the United States holds the promise for this project since the FEIS has been approved. Funds from the State of Illinois's Capital Spending bill, *Illinois Jobs Now!*, have the potential to match the federal dollars to permit the entire Chicago – St. Louis HSR project to move forward.

2.3.1.2 CREATE Project Railroad Improvement Plans

Two critical bottlenecks that involved the Canadian National alternative and were problematic to the implementation of HSR are scheduled for elimination as part of the Chicago Region Environmental and Transportation Efficiency (CREATE) program. The CREATE program includes a specific set of railroad improvement plans that were developed in a coordinated planning effort between the U.S. Department of Transportation, the IDOT, the Chicago Department of Transportation, Metra, Amtrak, and the Association of American Railroads (AAR) and the freight railroads serving northeast Illinois (BNSF Railway, Canadian Pacific Railway, CN, CSX Transportation, Norfolk Southern Corporation, and the UP Railroad).

Two rail flyovers proposed in the CREATE program would eliminate the current at-grade rail crossings that cause the operational bottlenecks and delays to Amtrak and Metra trains. The first bottleneck at Brighton Park will be addressed under CREATE Project P-5. A new double track bridge will carry the CN freight traffic, Amtrak intercity, and Metra commuter passenger trains over the four-tracked Western Avenue Corridor of the Norfolk Southern. CREATE Project P-6 includes a second double track bridge, which will carry the CN/Amtrak and Metra over the Beltway Corridor of the Indiana Harbor Belt Railway (IHB) at CP Canal in Summit. Both UP and CN have supported these CREATE elements, which will facilitate the expanding freight operations as well as the HSR passenger service.

In addition, new signals were put in at Brighton Park to help with the train movements. Prior to the Brighton Park junction improvements, switch-operators used semaphore towers to signal approaching trains to stop, then notified them when it was safe to proceed through the busy crossing of intersecting tracks. More than 70 trains a day proceeded to the Brighton Park junction and stopped, and waited for track clearance before they could continue their journey. Ten Amtrak trains serving the Chicago-to-St. Louis corridor pass through Brighton Park daily and were also affected by the congested system. In 2007, a modern remotely controlled signal system, new crossing diamonds and other improvements were installed at Brighton Park.

2.3.1.3 Routing Options

Another concern cited in the FEIS was the potential development of a new South Suburban Airport near Peotone, Illinois, which could potentially be served by the Norfolk Southern route. While the State of Illinois is acquiring land for a future airport to preserve the area for future airport development, the plan has not been approved by the Federal Aviation Administration. The IDOT is currently updating forecasts of potential use of the airport. A possible one runway "starter" airport is being discussed.

The City of Joliet has become the fourth largest city in Illinois and a major travel destination. The Metra Rock Island District or the Canadian National options would serve Joliet. The Metra Rock Island Division is heavily used by Metra commuter operations with some 70 trains each weekday. In contrast, the Heritage Corridor of Metra, which uses the Canadian National route between Joliet and Chicago, is served by only three trains per day in each direction. The Metra Rock Island District commuter operations would add conflicts with high speed intercity passenger with trains stopping at 12 intermediate stations.

The Norfolk Southern option would require upgrading a lightly used railroad freight branch line to permit high speed passenger operations. This alternative would also require upgrading the largely single track CN north-south main line, one of CN's busiest freight routes. Although the CREATE Project P-1 includes improvements at Grand Crossing and provides for an improved route for Amtrak trains into Chicago Union Station (P-4), this route is also part of the planned high speed rail route between Chicago and Detroit, Michigan and between Chicago and Indianapolis, Indiana, which would limit the number of operational "slots" available for Chicago-St. Louis trains and could also impact schedule reliability.

Since the 2003 FEIS, the UP has developed plans and is moving forward to construct a new intermodal terminal immediately south of Joliet, which would be connected to the UP line currently used by Amtrak. Construction has commenced on this new intermodal terminal; it is expected to be operational in 2010. While the line currently sees only six freight trains per day, UP is projecting over 20 trains per day when the intermodal terminal is fully operational and the adjacent industrial development is completed. The addition of HSR services will make the added capacity of double track imperative to avoid conflicts between the current AMTRAK passenger service and proposed HSR, and the expanded UP freight operations.

The Canadian National alternative follows the historic Illinois and Michigan National Heritage Corridor for much of the distance between north of Joliet and just south of Chicago Union Station. The rail tracks follow the route of the historic Chicago and Alton Railroad, which began operations in 1847 and have been in continuous use as a railroad for over 160 years. The Lockport area is the location of the Gaylord Building, part of the National Trust for Historic Preservation. The building was constructed of limestone excavated for the I&M Canal construction. The high speed rail improvements in the sections along the I&M

Corridor will be located within the existing railroad-owned property and do not anticipate the need to acquire additional right-of-way. The portion of the Canadian National option between Joliet and Chicago is also part of the Chicago Terminal Track 2 application for ARRA funding.

2.3.2 Springfield Alternatives

Interest in relocating railroad operations through Springfield, Illinois has been expressed by several parties. The Capital City Railroad Relocation Authority, which existed between 1967 and 1994, accomplished the consolidation of some sections of the Springfield rail network. Mergers and spin-offs of branch lines have also changed the rail traffic picture in recent years. The most recent study of potential rail consolidation in Springfield was completed for the City in 2005.

While the recent City study recognized that the IDOT was planning for the development of high-speed rail passenger service between Chicago and St. Louis, the magnitude of the future intercity passenger service and UP freight operations were not fully considered. These future operations are now forecast to include 18 passenger trains and more than 20 freight trains each day. The projected increase in freight frequencies is largely the result of the development of a new intermodal freight terminal currently underway in Joliet, farther north on this rail line. This new development was not foreseen in 2005. In fact the City report stated, "UP does not view this as a major freight line in the future". The 2005 City report recommended that the three rail freight corridors be consolidated by using the NS corridor in Tenth Street, thereby allowing the abandonment of the UP/Amtrak Corridor located in Third Street and the CN Corridor in Nineteenth Street. The City study recommended a basic two track line in Tenth Street but the consolidation was never supported by any of the five railroads involved.

2.3.2.1 Existing UP/Amtrak Corridor (Third Street)

The existing UP/Amtrak Corridor uses the historic route of the Chicago & Alton Railroad through downtown Springfield. For many years, the Third Street Corridor was double tracked; however, one track was removed in the early 1970s. The Third Street Corridor includes about 25 at-grade rail-street crossings between Sangamon Avenue and Ash Street. Both UP freight and Amtrak passenger operations through Springfield are currently limited to a 25 mph maximum speed. The Preferred Alternative in the High Speed Rail FEIS of 2003 retained the existing single track configuration through the Springfield area, with a rebuilding of the track to permit a 40 mph top speed. The 2005 report to the City noted that during the most recent 10 years there was one accident in this section of the rail line with one injury resulting.

In order to accommodate the growing freight rail traffic and the high speed intercity passenger service without operational delays, the IDOT now proposes to add a second track in this corridor through Springfield. Some four quadrant gates were included in the improvements proposed as part of the 2003 FEIS for installation at many of the at-grade

crossings. It is likely that the Illinois Commerce Commission (ICC) will require four quadrant gates at all the crossings in the City. Fencing or barrier can be installed where problems exist from trespassing and encroachment by vehicles on the flanking frontage roads. The existing historic railroad station, which serves the current Amtrak passenger trains, located on Third Street between Jefferson and Washington, was constructed in 1895 for the Chicago & Alton Railroad. Under the State's current plans, it will be preserved and platforms upgraded. Since there are no active rail freight customers on this section of the UP/Amtrak Corridor, freight trains will be able to maintain the 40 mph speed without stopping, minimizing the waiting time for vehicles and pedestrians stopped at the crossings. Current projections of future freight and passenger trains anticipate some ten freight trains each day in each direction, together with nine passenger trains each way. This includes the added intermodal trains anticipated to be carrying containers to and from the new Intermodal Terminal under construction in Joliet. Construction of the double track line with welded rail, new concrete crossing panels, and upgraded crossing gates would be accomplished within the existing right-of-way.

2.3.2.2 Norfolk Southern Corridor (Tenth Street)

The 2005 City study proposed to relocate UP freight operations, existing Amtrak and High Speed Rail passenger trains, and Canadian National freight trains and I&M freight trains to a single shared corridor using the existing NS line in the Tenth Street corridor. The plan included adding a second and, in short section, a third main rail track, along with grade separation structures at North Grand, Ash, and Madison/Jefferson Streets. This is the route of the former Wabash Railroad and is now a main freight route of Norfolk Southern between Kansas City and Detroit as well as Columbus, Ohio and East Coast points. If the three separate rail lines were all operating on the NS Corridor, some 70 trains per day would use the Tenth Street Corridor (25 NS, 20 UP, 18 HSR/Amtrak, 4 CN, and 3 I&M). The plan also included rebuilding a portion of the I&M line to connect the UP and NS tracks.

As noted in the 2005 City report, "NS may consider double tracking" just to accommodate its own future traffic. The combined 40 daily trains of UP freight and HSR passenger operations will also require double tracks to assure reliable on-time operations. The UP has also indicated its requirement to control its operations rather than have dispatching done by NS or I&M, so the feasibility of sharing NS tracks for this volume of freight and passenger traffic would be problematic. NS also wishes to control its operations since this line is an important commercial corridor with 25 or more trains per day. Thus it is likely that four tracks would ultimately be required to adequately serve the combined volume of passenger and freight train operations, two for NS (and perhaps CN and I&M), and two for UP/Amtrak/HSR. Constructing four tracks in the Tenth Street Corridor would require much more extensive construction and property condemnations than had been anticipated in the 2005 report.

The NS also has a substantial freight switching yard in the Tenth Street Corridor between Cook Street and South Grand resulting in the slow movement of freight trains entering and

leaving the yard. The 2005 City report notes that the proposed overpass at North Grand would require right-of-way acquisition and would displace residences and businesses. New right-of-way would also be required for the connecting tracks to route trains from the other lines onto the NS Corridor. The concept plan developed in the 2005 report for rerouting the UP/Amtrak trains using the I&M to access the NS Corridor also would require sharp curves at both ends permanently limiting train speeds to 25 or 30 mph. In order to achieve 40 mph operating speeds, the curves would have to be much flatter and as a result at the south end where the I&M would meet the NS Corridor, the flatter curve could impact the baseball stadium at Lanphier plus additional houses on the south side of North Grand Avenue. At the north end connection, where the tracks would transition between the UP and the I&M, the existing bridge over Sangamon would have to be replaced. A new passenger station would be required. Safe passenger access to platforms would require separation from the NS freight operations. Platforms would be required to access two tracks to permit simultaneous stopping of northbound and southbound trains. While it is understood that the City has been exploring constructing an intermodal station serving both intercity passenger rail and local buses, the additional property required could involve condemnation that would add further delay to implementation.

2.3.2.3 HSR Schedule Implications of Springfield Alternatives

Third Street Alternative

The Third Street Corridor through the City of Springfield has major advantages for early implementation of the Chicago – St. Louis HSR passenger service. Agreements are in place between the UP and Amtrak for passenger trains to use the UP tracks. Since the existing UP/Amtrak Corridor track construction would be performed within the existing right-of-way, the work to restore the second track could be scheduled to commence as soon as funding is available and regulatory authority is received. Some initial work for relocation of the fiber-optics communication buried cables and other utilities would be required to accommodate the second track. In contrast to the Tenth Street Corridor, no new structures would be required, minimizing impacts during the track restoration.

The second restored "double" track would be constructed while maintaining passenger and freight train traffic on the existing track. The existing track has already been rebuilt with concrete ties and welded rail. The new grade crossing signals and gates would be designed and installed concurrently with the double track construction. By using highly mechanized Track Laying Machines (TLM), it is estimated that all the track construction and related signal and grade crossing improvements would be completed as soon as 2012. The double tracking of the Third Street Corridor would thus be completed before the UP's freight traffic begins to ramp up to serve the new Joliet intermodal terminal.

Upgrading the present track and restoring the former double track in the Third Street Corridor along with the installation of four quadrant gates will permit the modest increase in both passenger and freight train speed through the corridor from 25 mph to 40 mph.

Except in the station area where passenger trains will stop, the added train speed will reduce delay time at the road crossings to less than 30 seconds per passenger train and about two minutes for a freight train. Opportunities also exist for consolidation of some of the closely spaced street crossings to further improve safety without significantly affecting traffic and pedestrian flows.

Tenth Street Alternative

The Tenth Street Corridor through Springfield is owned and operated by Norfolk Southern and is a busy freight route with some 25 trains per day. Although Amtrak operates passenger trains on NS tracks in other locations, NS has expressed serious concerns about joint use of the line through Springfield since it could unduly interfere with NS's current freight operations, particularly with the operations of the Springfield Freight Yard in the vicinity of Cook Street and South Grand. UP has reviewed the Tenth Street alternative and has said that the plan as presented in the 2005 study does not work. None of the NEPA required environmental studies have been performed for the Tenth Street Corridor. Since a number of properties would have to be acquired, and since the Tenth Street Corridor is adjacent to an area with a significant minority population, a full EIS is likely to be required in order to qualify for federal funding. An EIS of this magnitude normally would require at least two years for scoping to a ROD. A ROD would not be likely to be issued until 2012.

The 2005 City report noted the need to construct at least three grade separation structures in order to consolidate the rail operations in Tenth Street. This would require preparation of detailed engineering plans for the new structure, acquisition of right-of way for some of the connecting tracks. Agreements would have to be negotiated with both NS and I&M for construction as well as operations and maintenance on their properties. The detailed design, property acquisition, and negotiations processes would at a minimum require three years prior to the start of any construction in the Tenth Street Corridor. The earliest construction could commence would be 2015. Staging of the new structures while maintaining NS freight operations would likely require at least two years, plus a third year for final track installation. This would mean that HSR passenger operations between Chicago and St. Louis could not commence until 2018. Intercity passenger service and the UP's growing freight operations would be required to use the single track in the Third Street Corridor until the new route was completed with added delays resulting from the increased freight operations. Operations simulations performed by UP also found that the Tenth Street Corridor would add an estimated 10 minutes to passenger train schedules and more for freight operations.

2.3.2.4 Impacts on the Purpose and Need of the HSR Project

The goal of the Chicago to St. Louis HSR project is to make passenger rail travel more attractive and to increase the modal share of passenger rail. One of the most important project objectives is to achieve a four hour trip time between the two cities, and to have a reliability of better than 90 percent on-time performance. The project is also seeking federal

funding currently available from the $8 Billion FRA high speed rail program. Early implementation will be a key factor in FRA's evaluation of competing projects around the US. The Third Street Corridor is "shovel ready" to use the federal terminology. In contrast, relocation of the high speed rail operations to the Tenth Street Corridor are far from the design stage, lacking support from the five railroads that would be involved. Since the early implementation of improving the tracks and grade crossings in the Third Street Corridor requires a relatively modest capital investment, it would not preclude future detailed examination of other rail alternatives through Springfield that would achieve the goals of high speed rail and improved rail freight services. No ARRA funds have been applied for to pursue improvements in the Tenth Street Corridor.

2.3.2.5 Cost of Alternatives

The existing single track in the Third Street Corridor has been upgraded with concrete ties and welded rail by UP at a cost of $ 5 Million. Restoring the second track and adding the four quadrant gates along with the station improvements should complete the remaining work in the Third Street Corridor for under $15 Million. While no detailed engineering plans have been developed for the Tenth Street Corridor, the double track concept proposed in the 2005 City report estimated the cost at $70 Million. Considering the cost escalation since that date, constructing a single added track for UP and Amtrak operations in Tenth Street plus the three overpass structures would likely be around $120 Million. Constructing two new tracks in Tenth Street to meet the needed capacity for the expanded UP freight traffic plus high speed passenger service would likely be in excess of $200 Million.

2.3.2.6 Springfield Alternative Routing of Rail Freight

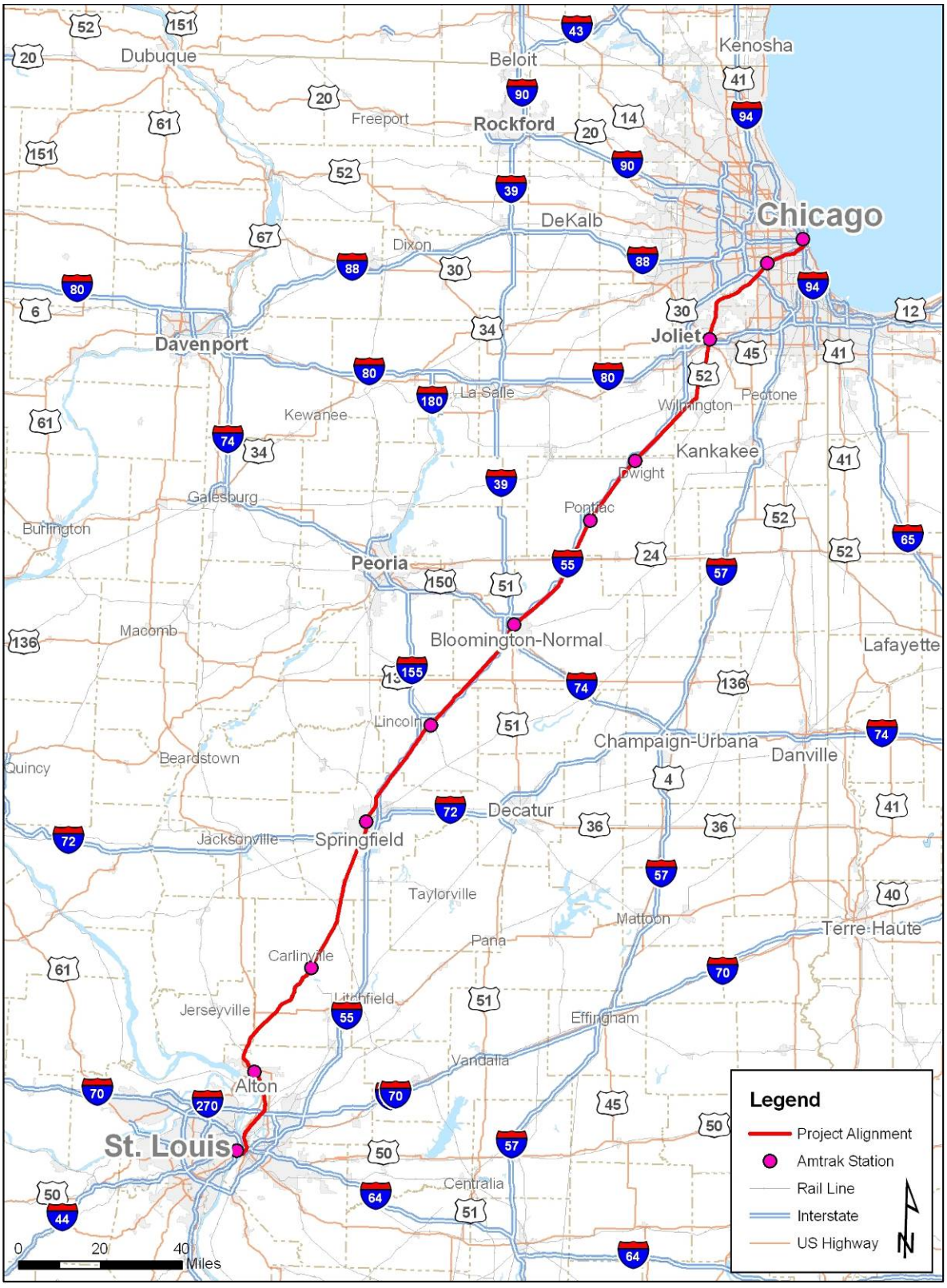
Studies of alternative routing of rail freight service, independent of passenger rail implementation, will be undertaken in Springfield. The studies will examine alternative routes for relocation and consolidation of rail freight service in Springfield by all the freight railroads that operate in Springfield.

2.4 Preferred Alternative

2.4.1 Description

The preferred alternative is the Chicago – St. Louis Second Mainline Track project. This is the next phase in development following the Chicago – St. Louis HSR Corridor Project, approved by FRA under the 2003 EIS and 2004 ROD. The Chicago – St. Louis route has been designated as a 110-mph corridor for the Midwest Regional Rail Initiative. The Preferred Alternative is located primarily within the State of Illinois between the cities of Chicago and St. Louis, Missouri, on the UP Railroad's Joliet and Springfield subdivisions. Figure 2-2 shows the project area and alignment.

Figure 2-2. Preferred Alternative



This project will establish a second mainline track between the Joliet and St. Louis including rehabilitation of the existing freight siding north of Dwight. The second mainline track will be primarily within existing right-of-way, although some additional right-of-way may be required.

Currently, there is one track and sidings along this alignment, which is the remnant of a former double track railroad that was scaled back to a single track by the former owners. The improvements included in the 2003 EIS will upgrade the single track and sidings, and add 12 miles of second track along with enhanced warning devices at grade crossings. The proposed project will rehabilitate roadbed, add new ties, rail, and ballast and, as necessary, reestablish the historic double-track configuration. In addition, new train signaling will be installed, or existing signal devices will be upgraded, as necessary.

The project will enable Amtrak to increase Chicago – St. Louis passenger service from the existing 10 trips per day (5 round trips) to up to 16 trips per day (8 round trips), plus the existing two trips by the Amtrak Texas Eagle. For each trip, the general trainset configuration is one locomotive, four coaches, and one cab, with the capacity to seat 500 passengers. Most passenger trips occur during daytime hours, while freight trips are more likely to occur over 24-hours.

An increase in rail passenger ridership would occur as a result of the project, as the dual mainline tracks are expected to result in an overall reduction in rail travel times meeting the four hour time between the corridor end points, plus improvements in the reliability and safety of rail service. The dual mainline tracks are also expected to avoid the operating conflicts for intercity passenger services resulting from the increased rail freight traffic anticipated to serve new intermodal freight facilities currently being constructed.

The improvements will provide for independent utility for this project. The proposed second track will provide for immediate improvements to existing Amtrak service. Acknowledged "choke points" in the corridor will be alleviated, and two trains will be able to utilize the corridor at the same time. This will provide for improved operation of existing and proposed Amtrak passenger trains within the corridor, as meets with UP freight trains can be better scheduled and accommodated. Further, this project will complement subsequent improvement activities provided for in the 2003 Final EIS.

2.4.2 Second Mainline Track

The current track alignment varies from side to side within the right-of-way. Therefore, existing trackage will be rehabilitated, replaced, and/or realigned to establish two parallel tracks where there is now one track. In addition, some siding track will be extended within the right-of-way.

Within the existing approximately 100-foot right-of-way, the two mainline tracks will be spaced 20 feet apart, center-to-center, with a buffer of approximately 30 feet between the

outside track and the edge of the right-of-way. Each trackset will be about 9 feet wide at the base of ballast. The dual tracks will provide for more efficient use of the space within the right-of-way, as the location of the existing track varies from one side of the right-of-way to the other. The new track will be laid on the "vacant" side of the right-of-way and connected to existing track, as feasible. Track that is in the middle of the right-of-way or that crosses the right-of-way will be left in place for potential future use.

The project will use premium rail, concrete ties, and a wider track-center spacing that ultimately will be suitable for higher-speed rail operation. Where feasible, construction activities and staging areas will be within existing UP right-of-way. Construction is expected to begin in 2011 and end in 2015. No displacements are expected from additional right-of-way that may be required.

2.4.3 At-Grade Crossings

Within the Chicago – St. Louis Corridor, there are numerous at-grade crossings that may be modified with the addition of a second track. Because the corridor previously had two tracks, the vast majority of the current at-grade crossing areas are wide enough to accommodate the addition of a second track. However, because the two tracks will require more space than the one existing track, the safety and warning signs may need to be relocated to accommodate the second track. At some crossings, the automatic crossing gates will need to be relocated, and some will need to be re-configured because of the second track.

Increases in train speeds warrant an increase in the level of grade crossing warning or protection. Consistent with FRA guidelines and good engineering practice, crossings will be warned or protected as appropriate. With the addition of a second track, some crossings will warrant alternative treatments to those that now exist. These modifications may include installation of new protection devices, installation of warning devices and/or installation of electrical lines.

2.4.4 Bridge Crossings

Within the Chicago – St. Louis Corridor, there are numerous bridges where the rail line crosses waterways and roads. These will be modified with the addition of a second track. Because the corridor previously had two tracks, many of the bridges are wide enough to accommodate the addition of the second track. However, some bridges/culverts may need to be widened to provide for the second track. The existing roadbed on the bridges and approaches will be modified for the second track in accordance with current FRA standards. A Bridge Condition Report (BCR) will be conducted at each bridge to determine the structural integrity for adding a second mainline track. For these crossings, the necessary NEPA documentation will be prepared at the project level.

Chapter 3

Environmental Resources, Impacts and Mitigation

3.0 ENVIRONMENTAL RESOURCES, IMPACTS AND MITIGATION

3.1 Physical Environment

The project area was inventoried for environmental resources. Included in this section is a discussion of the resources potentially impacted by the proposed action. Where appropriate, mitigation measures are identified.

3.1.1 Air Quality / Energy

Air quality describes the level of pollution in the air. Individual air pollutants degrade the atmosphere by reducing visibility, damaging property, reducing the productivity or vigor of crops or natural vegetation, or harming human or animal health.

As required by the Clean Air Act (CAA) and the 1990 Clean Air Act Amendments (CAAA), the U.S. Environmental Protection Agency (USEPA) has established National Ambient Air Quality Standards (NAAQS) for six major air pollutants, as shown in Table 3-1. These pollutants, known as criteria pollutants, are carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO_2), particulate matter (PM_{10}, $PM_{2.5}$), ozone (O_3), and sulfur dioxide (SO_2). The "primary" standards have been established to protect the public health. The "secondary" standards, intended to protect the nation's welfare, account for air pollutant effects on soil, water, visibility, materials, vegetation, and other aspects of the general welfare.

In addition to the criteria pollutants, USEPA also regulates air toxics. Mobile source air toxics (MSATs) are compounds emitted from highway vehicles and non-road equipment that are known or suspected to cause cancer or other serious health and environmental effects. Most air toxics originate from human made sources, including on road mobile sources, non-road mobile sources (e.g., trains), area sources (e.g., dry cleaners), and stationary sources (e.g., factories or refineries).

Also of concern are greenhouse gases (GHG) that trap heat in the atmosphere. These gases are necessary to life as we know it, since they keep the planet's surface warmer than it otherwise would be. As concentrations of greenhouse gases increase, however, the Earth's temperature rises. This is known as the "Greenhouse Gas Effect." Effects of these rising temperatures include climate change and rising sea levels.

The section describes the potential air quality effects of the proposed increases in rail operations on criteria pollutant, air toxic concentrations, and GHG emissions. The criteria pollutants of concern are PM_{10} and $PM_{2.5}$ due to the diesel train emissions, CO due to emissions from roadway vehicles, and O_3 precursors (volatile organic compounds [VOCs] and nitrogen oxides [NOx]. The potential impacts on air toxics and GHG, due to emissions from roadway vehicles, diesel trains, and related facilities, were also considered.

Table 3-1. National Ambient Air Quality Standards

Pollutant	Primary Standards		Secondary Standards	
	Level	Averaging Time	Level	Averaging Time
Carbon Monoxide	9 ppm (10 mg/m^3)	8-hour [(1)]	None	
	35 ppm (40 mg/m^3)	1-hour [(1)]		
Lead	0.15 µg/m^3 [(2)]	Rolling 3-Month Average	Same as Primary	
	1.5 µg/m^3	Quarterly Average	Same as Primary	
Nitrogen Dioxide	0.053 ppm (100 µg/m^3)	Annual (Arithmetic Mean)	Same as Primary	
Particulate Matter (PM_{10})	150 µg/m^3	24-hour [(3)]	Same as Primary	
Particulate Matter ($PM_{2.5}$)	15.0 µg/m^3	Annual [(4)] (Arithmetic Mean)	Same as Primary	
	35 µg/m^{3*}	24-hour [(5)]	Same as Primary	
Ozone	0.075 ppm (2008 std)	8-hour [(6)]	Same as Primary	
	0.08 ppm (1997 std)	8-hour [(7)]	Same as Primary	
Sulfur Dioxide	0.03 ppm	Annual (Arithmetic Mean)	0.5 ppm (1300 µg/m^3)	3-hour [(1)]
	0.14 ppm	24-hour [(1)]		

(1) Not to be exceeded more than once per year.
(2) Final rule signed October 15, 2008.
(3) Not to be exceeded more than once per year on average over 3 years.
(4) To attain this standard, the 3-year average of the weighted annual mean $PM_{2.5}$ concentrations from single or multiple community-oriented monitors must not exceed 15.0 µg/m3.
(5) To attain this standard, the 3-year average of the 98th percentile of 24-hour concentrations at each population-oriented monitor within an area must not exceed 35 µg/m3 (effective December 17, 2006).
(6) To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.075 ppm. (Effective May 27, 2008)
(7) (a) To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.08 ppm.
(b) The 1997 standard—and the implementation rules for that standard—will remain in place for implementation purposes as EPA undertakes rulemaking to address the transition from the 1997 ozone standard to the 2008 ozone standard.

* For the purpose of demonstrating compliance with the Conformity Rule, EPA's previous 24-hour $PM_{2.5}$ standard of 65 µg/m3 still applies.

3.1.1.1 Existing Conditions

Attainment Status/Regional Air Quality Conformity

EPA publishes a list of all geographic areas in compliance with the NAAQS, as well as those areas not in attainment of the NAAQS. The designation of an area is made on a pollutant-by-pollutant basis. Areas classified as "attainment areas" comply with the applicable NAAQS. Areas once classified as nonattainment that have since demonstrated attainment of the NAAQS are classified as "maintenance areas." Areas not in compliance with the NAAQS are classified as "nonattainment areas." The attainment status of each area affected by the proposed project is provided in Table 3-2. As shown, all counties affected by the project are classified as attainment areas for CO and PM_{10}. Several of the counties, however, are classified as nonattainment for O_3 and/or $PM_{2.5}$.

Table 3-2. Attainment Status

County/State	Pollutant and Attainment Status			
	CO	Ozone	PM_{10}	$PM_{2.5}$
Cook,/,IL	Attainment	**Nonattainment**	Attainment	**Nonattainment**
Grundy(Aux Sable and Goose Lake Townships),/ IL	Attainment	**Nonattainment**	Attainment	**Nonattainment**
Jersey / IL	Attainment	**Nonattainment**	Attainment	Attainment
Livingston / IL	Attainment	Attainment	Attainment	Attainment
Logan / IL	Attainment	Attainment	Attainment	Attainment
Macoupin / IL	Attainment	Attainment	Attainment	Attainment
Madison / IL	Attainment	**Nonattainment**	Attainment	**Nonattainment**
McLean / IL	Attainment	Attainment	Attainment	Attainment
Sangamon / IL	Attainment	Attainment	Attainment	Attainment
St. Clair / IL	Attainment	**Nonattainment**	Attainment	**Nonattainment**
Will / IL	Attainment	**Nonattainment**	Attainment	**Nonattainment**
St. Louis / MO	Attainment	**Nonattainment**	Attainment	**Nonattainment**

The CAAA requires federal agencies to ensure that their actions conform to the appropriate State Implementation Plan (SIP). The SIP provides for implementation, maintenance, and enforcement of the NAAQS. Prior to approval or funding by a federal agency, a proposed project must demonstrate compliance with USEPA's Conformity Rule by determining that it would not cause or exacerbate exceedance of an NAAQS. As a project being developed under FRA, this project falls under the General Conformity Rule, which requires a conformity determination for each pollutant where the total of direct and indirect emissions in a nonattainment or maintenance area caused by a federal action would equal or exceed EPA-specified significant threshold values. In Illinois, general conformity criteria and procedures are set forth in 35 Illinois Administrative Code 255. The air quality analysis in this document has been prepared in accordance with these state regulations.

Ambient Air Quality

Air quality monitors are located throughout Illinois. The last three years of monitored data from monitors located closest to the study area are shown in Table 3-3. As this data shows, only exceedances of the NAAQS for O_3 and $PM_{2.5}$ standards were measured.

3.1.1.2 Potential Impacts

The project would result in an increase in rail operations between Chicago, Illinois and St. Louis, Missouri. While diesel train emissions would be offset by decreases in regional roadway vehicle miles traveled (VMT) and vehicular congestion, the project elements that could adversely affect air quality levels along the project corridor include increases in diesel locomotive emissions from the additional diesel train service, idling and moving trains near stations, and train operations and associated service at maintenance and/or storage facilities.

However, based on energy considerations and, as evaluated below, the project is unlikely to cause or exacerbate a violation of applicable NAAQS, or measurably increase air toxics or MSAT levels. It is also unlikely that the construction of the project, which would follow state and local regulations regarding construction activities and equipment, would cause a violation of the applicable standards.

Nonattainment Air Quality Impacts

The proposed improvement would impact counties of Cook, Grundy and Will in the northeastern Illinois nonattainment area, and Jersey County in the St. Louis nonattainment area. While the proposed project would increase diesel locomotive emissions, these increases would be offset by decreases in regional mobile source auto VMT and modest increases in average driving speeds. Table 3-4 shows estimated annual pollutants for the northeastern Illinois nonattainment area in tons for trips forecast to use the Preferred Alternative if they were made by auto; due to new rail service (from five to eight round trips per day); state conformity threshold values; and the net change in annual pollutant burden for travel changing from auto to rail. Table 3-5 shows the same information for the St. Louis nonattainment area. The estimates in both tables are calculated as future proposed conditions minus current conditions; i.e., impacts attributable only to the changed level of rail service.

Table 3-4 and Table 3-5 show that estimated additional annual pollutants from the Preferred Alternative new rail service are all well below state general conformity threshold values for all calculated pollutants. The comparison to net change, when estimated annual auto pollutants are removed, falls even further below the thresholds. Note that changing mode of travel affects different pollutants in different ways. VOC and CO show a net decrease while NOx, PM_{10} and SO_2 show a net increase. This is due to gasoline and diesel engines having significantly different emission characteristics. The proposed increase in train service with the Preferred Alternative will not result in increased emissions that would exceed the General Conformity thresholds. Generally, these changes in pollutant levels are not expected to affect regional air quality levels, including air toxics and GHG, significantly.

Table 3-3. Air Quality Monitored Data (2006-2008)

			320 South Franklin Chicago, IL			13th & Tudor E. St Louis, IL			Liberty St & Country Rd Jerseyville, IL			Main & Gregory Normal, IL			54 N. Walcot Wood River, IL		
			2006	*2007*	*2008*	*2006*	*2007*	*2008*	*2006*	*2007*	*2008*	*2006*	*2007*	*2008*	*2006*	*2007*	*2008*
Carbon Monoxide (CO) [ppm]	1-Hour	Maximum	2.8	6.1	7.3	3.5	2.4	2.9									
		2nd Maximum	2.6	2.5	4.4	3.4	2	2.7									
		# of Exceedences	0	0	0	0	0	0									
	8-Hour	Maximum	2	1.5	2	3	1.6	2.3									
		2nd Maximum	1.6	1.4	1.5	2.4	1.6	2.2									
		# of Exceedences	0	0	0	0	0	0									
Particulate Matter [ug/m^3]	PM_{10}	Maximum 24-Hour				103	60	45							55	66	64
		Mean Annual				34	32	31							25	29	25
		# of Exceedences				0	0	0							0	0	0
	$PM_{2.5}$	Maximum 24-Hour				32.1	34.9	32.3	29.5	31.7	26.8	25.6	34.8	27	31.8	38.4	26.8
		Mean Annual				14.53	15.58	12.93	11.48	13.35	11.42	11.42	12.34	10.68	13.11	14.24	12.48
		# of Exceedences				0	1	0	0	0	0	0	0	0	0	0	0
Ozone (O_3) [ppm]	8-Hour	First Highest				0.098	0.093	0.071	0.083	0.085	0.089	0.076	0.092	0.074	0.081	0.09	0.073
		Second Highest				0.097	0.081	0.065	0.079	0.077	0.072	0.076	0.08	0.068	0.08	0.089	0.073
		Third Highest				0.082	0.078	0.065	0.077	0.075	0.072	0.072	0.079	0.067	0.078	0.087	0.071
		Fourth Highest				0.077	0.077	0.064	0.075	0.075	0.069	0.072	0.075	0.067	0.077	0.086	0.067
		# of Days Standard Exceeded				7	4	0	3	2	1	2	3	0	6	18	0
Nitrogen Dioxode (NO_2) [ppm]		1-Hour Maximum	0.137	0.158	0.188	0.053	0.059	0.062									
		1-Hour Second Maximum	0.128	0.148	0.165	0.052	0.059	0.058									
		Annual Mean	0.031	0.33	0.031	0.015	0.016	0.014									
		# of Days Standard Exceeded	0	0	0	0	0	0									
Sulfur Dioxode (SO_2) [ppm]		1-Hour Maximum	0.112	0.056	0.056	0.054	0.054	0.067							0.075	0.119	0.183
		3-Hour Maximum	0.077	0.028	0.046	0.03	0.033	0.048							0.037	0.048	0.108
		24-Hour Maximum	0.018	0.011	0.014	0.012	0.01	0.011							0.011	0.012	0.025
		Annual Mean	0.003	0.002	0.002	0.002	0.002	0.002							0.003	0.003	0.003

Table 3-4. Estimated Change in Pollutants for the Northeastern Illinois 8-hour Moderate Ozone and PM2.5 Nonattainment Area

Pollutant	Estimated Net Reduction in Pollutant Burden from New Auto Trips Diverted to Additional Rail Service	Estimated Net Increase in Pollutant Burden from Additional Rail Service	General Conformity State Threshold	Net Change in Pollutant Burden for Mode Shift from Auto to Rail
VOC	1.63	3.18	100	-4.45
NO_x	6.73	50.38	100	+43.65
$PM_{2.5}$	0.21		none	
PM_{10}	0.47	1.99	100	+1.52
CO	286.01	9.58	100	-276.43
SO_2	0.12	4.02	100	+3.90
Pb	0.00		25	
CO_2	6970.33		none	

Table notes:
♦All values in table are annual tons.
♦Driving distance measured from where fastest driving route crosses nonattainment area border to downtown Chicago.
♦Station to station ridership based on population and distance from Chicago.
♦Assumed auto occupancy of 1.5 persons/vehicle.
♦Auto emission factors = Mobile6.2 2015 LDGV without I&M program, standard/default Mobile inputs except LDGV vmt by facility type (fvmt.def) modified to increase proportion (~80%) of vmt on freeway facilities to more accurately reflect long distance travel.
♦Diesel locomotive emission and fuel consumption rates from “Chicago to St. Louis High Speed Rail Project, Air Quality Technical Report, Appendix A”, prepared by DeLeuw, Cather for Illinois Department of Transportation, October 1998.
♦Diesel locomotive pollutant burden includes only revenue service miles. Current emissions and fuel consumption based on rates for F-40 diesel locomotives, future emissions and fuel consumption based on F-70 locomotives.
♦General Conformity State Threshold values from 35 Illinois Administrative Code 255 for marginal and moderate NAA’s inside an ozone transport region.

Table 3-5. Estimated Change in Pollutants for the St. Louis 8-hour Moderate Ozone Nonattainment Area

Pollutant	Estimated Net Reduction in Pollutant Burden from New Auto Trips Diverted to Additional Rail Service	Estimated Net Increase in Pollutant Burden from Additional Rail Service	General Conformity State Threshold	Net Change in Pollutant Burden for Mode Shift from Auto to Rail
VOC	0.41	0.14	100	-0.27
NO_x	0.36	2.12	100	+1.76
$PM_{2.5}$	0.01		none	
PM_{10}	0.02	0.08	100	+0.06
CO	15.35	0.41	100	-14.94
SO_2	0.01	0.17	100	+0.16
Pb	0.00		25	
CO_2	374.08		none	

Table notes:
♦All values in table are annual tons.
♦Driving distance measured from where fastest driving route crosses nonattainment area border to downtown Chicago.
♦Station to station ridership based on population and distance from Chicago.
♦Assumed auto occupancy of 1.5 persons/vehicle.
♦Auto emission factors = Mobile6.2 2015 LDGV without I&M program, standard/default Mobile inputs except LDGV vmt by facility type (fvmt.def) modified to increase proportion (~80%) of vmt on freeway facilities to more accurately reflect long distance travel.
♦Diesel locomotive emission and fuel consumption rates from "Chicago to St. Louis High Speed Rail Project, Air Quality Technical Report, Appendix A", prepared by DeLeuw, Cather for Illinois Department of Transportation, October 1998.
♦Diesel locomotive pollutant burden includes only revenue service miles. Current emissions and fuel consumption based on rates for F-40 diesel locomotives, future emissions and fuel consumption based on F-70 locomotives.
♦General Conformity State Threshold values from 35 Illinois Administrative Code 255 for marginal and moderate NAA's inside an ozone transport region.

Potential Local Air Quality Impacts

Along the Rail Right-of Way. The project would increase diesel emissions (PM_{10}, $PM_{2.5}$) along the rail line. An analysis was therefore conducted, using EPA's NONROAD emission factors for diesel locomotives and EPA's AERMOD dispersion algorithm, to estimate the potential impacts of these emissions at sensitive land uses (residences, playgrounds, etc.) near the rail line. The result of this analysis is that the project is not predicted to measurably increase $PM_{2.5}$ concentrations at sensitive land uses that may abut the rail right-of way. Further, it is unlikely that these increases would cause or exacerbate a violation of the applicable air quality standards.

At Train Stations. The project is anticipated to increase vehicular (automobile) traffic near the proposed stations locations. However, given the small increase in train service, the increase in vehicular traffic would be small, and it is unlikely that the project would, therefore, result in adverse air quality impacts.

The project is not anticipated to measurably increase roadway diesel traffic near stations and parking facilities. As such, it is unlikely that the project would increase MSAT levels on local roadways near these facilities. The frequency of the anticipated train service is unlikely to result in a measurable increase in emissions. Therefore, the project is unlikely to adversely affect local air toxic levels.

At-Grade Crossings. The project may increase vehicular delays at some at-grade crossings. However, given the small increase in train service, it is unlikely that these delays would result in any substantial impact on air quality levels.

Maintenance/Storage Yards. The additional trains associated with this action would increase maintenance and storage requirements and possibly train operations at these yards. However, it is unlikely that the small increase in these operations would adversely impact nearby sensitive land uses.

It is also unlikely, given the small projected increase in emissions from the increase in rail service and the offset of these emissions by decreases in vehicular emissions, that the project would substantially increase regional emissions of O_3 precursors, air toxics, or GHG.

Construction Impacts

In general, construction-related effects of the project would be limited to short-term increased fugitive dust and mobile-source emissions during construction. State and local regulations regarding dust control and other air quality emission reduction controls would be followed.

GHG emissions would also be generated during the construction phase of the project. However, these emissions are likely to be relatively minor given the nature and size of the project, and the limited duration of the construction activities.

3.1.1.3 Mitigation

To control local air pollution impacts during project construction, a permit may be required for portable bituminous and concrete plants that may be used in project construction.

Based on the above information, mitigation during project operation is not required.

Energy

Current energy consumption that results in pollutant emissions occurs with the four basic transportation modes used for travel in the project corridor — air, rail, bus, and automobile. In general, Amtrak passengers account for about 2 percent of person-kilometers (person-miles) traveled in the corridor, while automobile traffic accounts for approximately 84 percent. Airlines account for about 13 percent of travel. In addition, other vehicular transport by rail and motor vehicles results in energy consumption and resultant emissions. Based on a net VMT reduction of approximately 69,000,000/year, the annual reduction in

fuel is estimated to be 2,900,00 auto fuel gallons per year. Annual diesel locomotive fuel consumption for revenue service is estimated at 934,000 gallons per year.

Energy Consumption During Project Construction

No-Build Alternative: The No-Build alternative would not require construction. Therefore, no changes in energy consumption are expected.

Preferred Alternative: During construction of the second mainline track, additional energy would be expended beyond what would be used for project operation. This additional energy would be consumed on a short-term basis by construction of improvements and by construction-related delays to existing rail traffic. However, once the project is operational, long-term energy savings are expected.

Energy Consumption During Project Operation

The No-Build and Preferred Alternatives are considered herein in terms of their potential to realize savings in energy consumed by all major modes of transportation in the Chicago - St. Louis corridor. Under existing conditions, travel by rail is more energy efficient than travel by air or private automobile; the rail system consumes approximately 1.4 percent of all energy used for intercity passenger service, although it serves 2 percent of that passenger service. Since rail capacity can be increased at a relatively small incremental cost, any substantial increase in rail ridership that would arise from implementation of the Preferred Alternative would result in conservation of travel-related energy.

Passenger rail service under the No-Build alternative would be a continuation of the existing daily roundtrips between Chicago and St. Louis, with the amount of diesel fuel consumed per round trip assumed to remain the same as under existing conditions. Under the No-Build alternative, increased ridership resulting from the normal travel growth in the corridor would be accommodated by adding more cars to existing trains. The additional energy required to haul added weight could be compensated for by use of more efficient locomotives in the future.

3.1.2 Floodplains

3.1.2.1 Existing Conditions

Federal protection of floodplains is afforded by Executive Order 11988, "Floodplain Management," and by implementation of federal regulations under 44 CFR 9.00. These regulations direct federal agencies to undertake actions to avoid impacts on floodplain areas by structures built in flood-prone areas. In accordance with these federal directives, the Federal Highway Administration (FHWA) has enacted federal-aid policy guidance and regulations under 23 CFR 650 and the FRA has established procedures under FRA Docket No. EP-1, Notice 5 "Procedures for Considering Environmental Impacts".

The Federal Emergency Management Agency (FEMA) has primary responsibility for identifying flood-prone areas. FEMA conducted flood studies for the 12 Illinois counties through which the rail corridor passes (Cook, DuPage, Will, Grundy, Livingston, McLean,

Logan, Sangamon, Macoupin, Jersey, Madison, and St. Clair) and St. Louis County in Missouri to locate the extent of the flooding from a 100-year storm.

There are 19 floodplains within the project area, primarily associated with the river crossings. The primary flood areas are designated as Zone A and Zone AE (special flood hazard areas inundated by 100-year flood, no base flood elevations determined/base flood elevations determined). The proposed station locations in Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville, Alton, and St. Louis are not within flood zones.

3.1.2.2 Potential Impacts

The No-Build alternative would not impact 100-year floodplains. The Preferred Alternative would not permanently impact 100-year floodplains, but may cause a temporary impact to these floodplains during culvert replacement and potential bridge replacement. Specific project impacts will be evaluated in the Tier 2 documents.

3.1.2.3 Mitigation

Temporarily impacted areas would be restored following construction.

3.1.3 Noise and Vibration

The assessment of the potential for the project to cause adverse noise and vibration effects was accomplished by applying the Screening Analysis guidance provided by the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA) to the construction of the project and operation of the trains plus associated facilities. To assess noise and vibration from train operations, the *High Speed Ground Transportation Noise and Vibration Impact Assessment* guidance manual (U. S. Department of Transportation Federal Railroad Administration, Final Report; October 2005) was used. This is the most appropriate guidance document for initial screening of the potential effect of the high speed train noise only. For the screening of potential impact from associated facilities such as grade crossings and passenger stations, the *Transit Noise and Vibration Impact Assessment* guidance manual, (U. S. Department of Transportation Federal Transit Administration; FTA-VA-90-1003-06 May 2006), was utilized.

It is important to note that the Screening Analysis process is very conservative and, thus is appropriate at this stage of project development for identifying locations where more detailed analysis would be warranted when more information is available. Experience has shown, and both guidance manuals suggest that a more comprehensive analysis will substantially reduce the overall number of impacts and could indicate that residual impacts can be avoided or reduced to a level of insignificance through project design. The results of the screening analysis are used by the agency responsible for the environmental impact evaluation to determine what form of environmental document will ultimately be required for the project.

The evaluation of the Chicago – Joliet section considered twelve round trips of steel wheel trains per day (21 day, 3 night train trips) running on continuously welded rail at speeds up to 90 miles per hour between stations. The screening distance for existing categories of land use/ambient environmental noise was:

- Adjacent land use type in this section is considered Urban, Noisy Suburban, near existing railroad line – unobstructed view of track: 65 feet from guideway or rail corridor centerline. This screening distance provides a most conservative estimate of potentially impacted sensitive use and identifies the highest number of candidate locations for future study. However, in this existing setting the additional amount of noise contributed from the additional passenger train trips per day in an existing freight railroad corridor is not likely to create adverse noise effects outside the railroad right-of-way.

The evaluation of the Joliet – St. Louis section considered nine round trips of steel wheel trains per day (17 day, 1 night train trips) running on continuously welded rail at speeds up to 110 miles per hour between stations. The screening distance for existing categories of land use/ambient environmental noise was:

- Adjacent land use type for this section of the project is considered Quiet Suburban/Rural, near existing railroad line – unobstructed view of track: 110 feet (110 mph) and 60 feet (60 mph) from guideway or rail corridor centerline. This screening distance provides a most conservative estimate of potentially impacted sensitive use and identifies the highest number of candidate locations for future study.

Note that all categories of noise-sensitive use are grouped by FRA into one category for screening assessment purposes, which is why a 110-feet-from-tracks screening distance. However, as noted above, a more detailed noise impact evaluation will generally result in far fewer and occasionally no adverse effects. As an example, a computer analysis using the FRA's spreadsheet model (based on *High Speed Ground Transportation Noise and Vibration Impact Assessment* formulae plus some reasonable assumptions taken from Appendix G of the FRA guidance manual) indicates that a National Environmental Policy Act (NEPA) adverse noise impact could occur for typical residential use (where people sleep) in Urban/Noisy Suburban areas only if they were located within 10 feet of the track used by twelve round trips per day high-speed trains and in Quiet Suburban/Rural areas only if they were located within 35 feet of the track used by nine round trips per day high-speed trains.

The following facilities and their respective screening distances were also included in this noise assessment:

Passenger rail station

- with horn blowing: 500 feet from center of station,

Passenger rail/at-grade highway crossing,

- with warning horns and bells: 500 feet from center of intersection.

The screening distances were evaluated in the GIS database to identify screening distance versus land uses. A summary of the screening distance evaluation results is shown in Table 3-6. The sites identified along the corridor merit more comprehensive noise analysis as more information becomes available. These locations are predominately residential uses that might be affected by noise from high-speed passenger trains operating between stations or impacts may result from warning horns and bells near at-grade highway/railroad crossings and from station-related activities.

Table 3-6 Summary of Noise Screening Analysis

Description	Existing Ldn	Avg Train Speed (mph)	Distance to Contour (ft)		Number of Buildings within Screening Distance												Number of At-Grade Crossings
					Rail Alignment				At-Grade Crossings				Stations				
			Rail Alignment	At-Grade Stations	Residential	Schools	Churches	Hospitals	Residential	Schools	Churches	Hospitals	Residential	Schools	Churches	Hospitals	
Chicago to Joliet	62	90	60	500	4	0	0	0	0[1]	0	0	0	0	0	0	0	6
Joliet to Dwight	57	110	110	500	2	0	0	0	108	0	0	0	0	0	0	0	18
Dwight	57	60	60	500	0	0	0	0	60	0	1	0	28	0	0	0	4
Rural Zone A (Dwight to Pontiac)	57	110	110	500	0	0	0	0	34	0	0	0	0	0	0	0	13
Pontiac	57	60	60	500	1	0	0	0	103	0	0	0	33	0	0	0	9
Rural Zone B (Pontiac to Bloomington)	57	110	110	500	14	0	0	0	97	0	0	0	0	0	0	0	24
Bloomington-Normal	57	60	60	500	0	0	0	0	111	0	0	0	11	0	0	0	10
Rural Zone C (Bloomington to Lincoln)	57	110	110	500	8	0	0	0	19	0	1	0	0	0	0	0	14
Lincoln	57	60	60	500	0	0	0	0	6	0	1	0	4	0	0	0	5
Rural Zone D (Lincoln to Springfield)	57	110	110	500	8	0	0	0	81	0	0	0	0	0	0	0	11
Springfield	57	60	60	500	10	0	0	0	408	1	0	0	0	0	0	0	24
Rural Zone E (Springfield to Carlinville)	57	110	110	500	86	0	0	0	182	0	2	0	0	0	0	0	16
Carlinville	57	60	60	500	1	0	0	0	50	0	0	0	17	0	0	0	3
Rural Zone F (Carlinville to St. Louis)	57	110	110	500	29	1	0	0	19	1	0	0	0	0	0	0	16
St. Louis Metro Area	57	60	60	500	1	0	0	0	54	1	0	0	0	0	0	0	14

1. Identified as quiet zone

The Screening Assessment for potential vibration effects (see Table 3-7) was based on land use coupled with an appropriately conservative screening distance as follows:

- Category 1 uses (buildings where vibrations would interfere with sensitive interior operations): 300 feet from right-of-way line

- Category 2 uses (residences and buildings where people normally sleep): 60 feet from right-of-way line for trains traveling less than 100 mph and 100 feet from right-of-way line for trains traveling more than 100 mph
- Category 3 uses (institutional land use with primarily daytime use): 20 feet from right-of-way line for trains traveling less than 100 mph and 70 feet from right-of-way line for trains traveling more than 100 mph

Table 3-7. Summary of Vibration Screening Analysis

Description	Screening Distance (ft)			Potential Impacts		
	Category 1: Sensitive Interior Operations	Category 2: Residential	Category 3: Institutions (Primarily Daytime Use)	Institutions	Residential	Business
Chicago-St. Louis Corridor	300	60	20	0	70	0

The potential for vibration impacts occurs at approximately 70 locations along the project. These possible impacts are typically associated with residential use. These locations also merit more comprehensive vibration analysis as more information becomes available.

Consistent with both FRA and FTA guidance, the first level of environmental assessment, a Screening Analysis, was performed for the project. This screening evaluation identified very few locations that warrant future, more detailed noise and vibration study. Based on this stage of project development, it is likely that these locations will not be adversely impacted with respect to National Environmental Policy Act criteria as set forth in the FRA noise and vibration impact assessment guidelines.

Specific project noise and vibration impacts will be evaluated in the Tier 2 documents.

3.1.4 Visual Resources

3.1.4.1 Existing Conditions

Guidance

Visual and aesthetic quality in the project area was assessed in accordance with the FHWA guidance titled *Visual Impact Assessment for Highway Projects* (USDOT 1983). Under the FHWA guidance, the visual environment is categorized into the following three geographic levels:

a. Regional Landscapes – Regional landscapes are discussed in terms of landform, topography and/or land cover components, which include water, vegetation and manmade development.

b. Landscape Units – Landscape units are within the regional landscape and are essentially "outdoor rooms" that often correspond to places or districts that are named (i.e. downtown). Landscape units are usually enclosed by clear landform or land cover boundaries.

c. Visual Survey Locations – Visual survey locations are locations of specific interest to persons within the larger regional landscape and landscape unit. Attributes of visual survey locations are described in terms of visual character, visual quality and visually sensitive resources.

- Visual character is defined by the landform, water, vegetation, and manmade development attributes found within the visual survey location.
- Visual quality is discussed in terms of the vividness, intactness, and unity. An individual high rating of any one of these attributes does not connote high visual quality. Rather, all three must be highly rated to indicate high quality:
  - Vividness is defined as the memorability of the visual impression received from contrasting landscape elements as they combine to form a striking and distinctive visual pattern.
  - Intactness is defined as the integrity of visual order in the natural and man-built landscape, and the extent to which the landscape is free from visual encroachment.
  - Unity is defined as the degree to which the visual resources of the landscape join to form a coherent, harmonious visual pattern. Unity refers to the compositional harmony or compatibility between landscape elements.
- Visually sensitive resources are those that are noted because of their potential to be important for scenic, historic or recreational reasons.

Assumptions

The project proposes additional rail service on existing rail lines, the potential renovation and reuse of four stations, and the potential development of three new stations. With respect to each consideration:

- The additional passenger rail service on existing rail lines was not assessed because it includes no new construction of rail sections or crossings; the project would be a minor increase in an existing use on the present facilities; and the duration or frequency of the added trips would not be notable to visual receptors along the corridor.
- Renovation and reuse of stations is discussed in terms of: changes to the design or size of existing structures; changes in site lighting or vegetation; and increase in use that may result in impacts to local visual receptors.
- Potential development of new stations was fully assessed in accordance with the FHWA guidance as stated above, with the exclusion stated immediately below.

Application of FHWA Guidance

The FHWA geographic levels of regional landscape and landscape unit are generally used for projects that exist within a comparatively smaller area than the project and are contiguous in nature. Because the project is distributed over a large area, and its station locations are disjunctive in nature, these geographic levels will not be used. Instead, each station site will be assessed alone in terms of visual quality and potential for impact as the result of project construction and operation.

The 12 stations that lie along the rail corridor are evaluated and include Chicago Union Station, Summit, Joliet, Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville, Alton, East St. Louis, and St. Louis.

3.1.4.2 Potential Impacts

Chicago Union Station

This site includes an operating train station that is located below grade in the downtown urban environment of Chicago. No changes are proposed to the station other than the implementation of additional passenger rail service. Because of the station's location below grade and no changes being proposed, no visual resource impacts would occur.

Summit Station

This site includes an operating train platform with a shelter and a large, north/south trending large parking lot. It is located at the margin of an urban residential area between the residential uses to the east and forested area to the west. The residence that is nearest to the shelter at the platform is approximately 200 feet away. However, some residences are within 25 feet of the parking lot. The platform, shelter and parking lot have negligible screening between themselves and the residences and many residences have clear views of

these uses. No changes are proposed to the station other than the implementation of additional passenger rail service. The additional rail service would represent a temporary and infrequent visual change. Because of no changes being proposed to the station, and temporary and infrequent visual change to residential viewers, no visual impacts would occur.

Joliet Station

This site includes what appears to be a historic and operating train station that is located in the urban fringe area of downtown Joliet. The station is bounded by roadway and parking lots to the north and west with similar uses beyond, and by elevated tracks to the south and east with rail, office and some residential uses beyond. The residential uses are southeast of the station on a north/south trending roadway. Those in the northern extent of the roadway have views of the rail road and station roof top. No changes are proposed to the station other than the implementation of additional passenger rail service. The additional rail service would represent a temporary and infrequent visual change. Because of no changes being proposed to the station, and temporary and infrequent visual change to residential viewers, no visual impacts would occur.

Dwight Station

This site includes what appears to be an operating train station that is located in the center of the Dwight central business district. The station is surrounded by landscaped parking lots, streets, and commercial and administrative uses. The site appears to be in very good visual condition. Nearby residential uses include one residence approximately 250 feet northwest of the site's western boundary and one residence approximately 330 feet southwest of the site's western boundary. Although these uses are located nearby, impacts to these receptors are not anticipated because the project proposes only a minor increase to the existing use of the station.

Pontiac Station

This site includes an operating train station with on-site commercial uses. It is surrounded by commercial uses to the north, south and west and is adjacent to a city park along its eastern boundary. The site appears to be in good visual condition. Visual impacts are not anticipated because the project proposes only a minor increase to the existing use of the station.

Bloomington-Normal Station

This site includes an operating train station that is located in the center of the Bloomington-Normal urban area. The site itself appears to be in good visual condition. The station is surrounded by parking lots and commercial and light industrial uses. The nearest residential uses are two apartment buildings located approximately 350 southwest of the site. The northeast corner of the northernmost apartment building has a direct and unimpeded view of the train station. However, the train tracks are located beyond the view

of these residential receptors due to other buildings, trees or distance. Although the buildings are located nearby, impacts to these receptors are not anticipated because the project proposes only a minor increase to the existing use of the station. Further, additional trains are located beyond the view of these residential receptors.

Lincoln Station

The Lincoln, Illinois Amtrak station is located in an unattended shelter adjacent to the historic station building which is now a restaurant. This site is located in the center of the Lincoln central business district. The station is surrounded by commercial and light industrial uses with parking lots. The site appears to be in good visual condition and includes one on-site commercial use. No residential uses are nearby. Due to the lack of residential receptors and the fact that the project proposes a minor increase in passenger service that would use this existing facility, no visual resource impacts are anticipated at this site.

Springfield Station

This site includes an operating train station that is located in the center of the Springfield urban area. The site appears to be in relatively good visual condition. The station is surrounded by parking lots and commercial and parking structure uses. The nearest residential uses are apartments in medium- and high-rise structures, above bottom floor commercial or office uses. These are located across the street from the site in all directions. Although, the site is surrounded by residential uses that are intermixed with other uses, visual resource impacts to these receptors are not anticipated because the project proposes only a minor increase to the existing use of the station.

Carlinville Station

This site includes an operating train station that appears to be no more than a large kiosk and parking lot located on the western edge of the Carlinville urban area. The site is surrounded by commercial and industrial uses. Because of the lack of residential receptors at this site, and because the project proposes only a minor increase to the existing use of the station, no visual resource impacts are anticipated.

Alton Station

This site includes an operating train station that is located in the northeastern portion of the Alton suburban area. The site appears to be very good visual condition. The station is adjacent to residential uses on its north and west boundaries, with nearby residential uses across the roadways on its east and south sides. Although, the site is surrounded by residential uses, visual impacts to these receptors are not anticipated because the project proposes only a minor increase to the existing use of the station.

East St. Louis Station

This site includes a new train station that is located on the east side of the project corridor. The site appears to be in very good visual condition. The station is adjacent to the Casino Queen Hotel and Casino on its west boundary and downtown East St. Louis across I-64/70 on its east side. Because of the lack of residential receptors at this site, and because the project proposes only a minor increase to the existing use of the station, no visual resource impacts are anticipated.

St. Louis Station

This site currently contains an operating train station in an area that is bordered by an elevated highway with commercial and industrial uses beyond to the north, other rail and industrial uses to the east and west, and approximately 19 railroad tracks with industrial uses beyond to the south. No changes are proposed to the station other than the implementation of additional passenger rail service and no residential visual receptors are nearby. Because of no changes being proposed and no residential receptors being nearby, no visual resource impacts would occur.

3.1.4.3 Mitigation

Impacts to visual resources would be negligible. As a result, mitigation is not required.

3.1.5 Agriculture

3.1.5.1 Existing Conditions

Outside the urbanized metropolitan areas of Chicago and St. Louis, agriculture is the primary land use in the project corridor, consistent with the land use pattern within the two states. Eighty percent of Illinois is farmland used for the production of crops, timber and livestock. Of the 12 counties that the corridor passes through in Illinois, farmland accounts for over 90 percent of the total county area in Livingston, McLean, and Logan counties, and over 80 percent of the total land area in Grundy and Sangamon counties (Chicago-St. Louis High-Speed Rail Project, Final Environmental Impact Statement, 2004).

Along the corridor, the main agricultural crops are row crops, primarily corn and soybeans.

3.1.5.2 Potential Impacts

Proposed improvements are planned to occur primarily within or adjacent to existing railroad right-of-way. As a result, no impacts to agricultural areas are anticipated.

Several grain elevators are located along the corridor close to the rail line, primarily along the east side of the corridor. Given the proximity of the grain elevators to the rail right-of-way, there is the potential for them to be impacted during project construction or operation. Impacts can include crossing closings in rural areas. See Section 3.3.1.3 for a discussion on adverse travel. Specific project impacts will be evaluated in the Tier 2 documents.

3.1.5.3 Mitigation

Based on final project design, it may be necessary to implement measures to mitigate potential impacts to nearby grain elevators.

3.2 Ecological Systems

This section describes the Ecological Systems to be served or affected by the proposed project. Included in this section is a discussion of the anticipated wetlands, water quality and resources, and threatened and endangered species and special lands effects of the Preferred Alternative. Where appropriate, mitigation measures are identified.

3.2.1 Wetlands and Waters of the US

Wetlands are defined by the US Army Corps of Engineers (USACE) and the USEPA as:

> "Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (Title 33 *Code of Federal Regulations* Section 328.3 (b) and Section 404 of the Clean Water Act).

Executive Order 11990, "Protection of Wetlands", requires federal agencies to avoid, to the extent practicable, short and long-term impacts associated with the destruction or modification of wetlands. More specifically, it directs federal agencies to avoid new construction in wetlands unless there is no practical alternative. In addition, it states that where wetlands cannot be avoided, the proposed action must include all practical measures to minimize harm to the wetlands.

Section 10 of the Rivers and Harbors Act of 1899 (Title 33 *United States Code* Section 403) and Section 404 of the Clean Water Act (Title 33 *United States Code* Section 1344) authorize permits for placement of structures, dredged, or fill material into the "waters of the United States." All public and private projects must obtain permits. The most likely types of these permits in the study area would be for filling wetlands of streams. Impacts to wetlands and waters of the United States must be replaced. While mitigation requirements under Section 404 and Section 10 are the same for developers and the IDOT regarding wetland loss and replacement, under the Illinois Wetland Protection Act of 1989 (Chapter 415 *Illinois Compiled Statutes* Section 5/), IDOT mitigates for isolated and jurisdictional wetlands.

3.2.1.1 Existing Conditions

Wetlands in the project area were identified using the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) mapping. Detailed field investigations were not performed; however, screening of portions of the project corridor was conducted with field inspections.

There are no wetlands adjacent to the existing or proposed alterations to the stations in Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville, Alton, and St. Louis. However, by implementing a 100-foot buffer (50 feet from the track centerline), 75 mapped wetlands are found along this corridor. Table 3-8 summarizes the wetland types and designations.

Table 3-8. Summary of Wetlands

Wetland Type	Wetland Designation[1/]	Number of Wetlands [2/]
Riverine	R2UBHx and R2UBH	13
Palustrine Unconsolidated	PUBGx, PUBGh, and PUBG	7
Palustrine Scrub-Shrub	PSS1C, PSS1A, and PSS1/EMA	6
Palustrine Forested	PFO1C, PFO1A, and PFO1/EMC	29
Palustrine Emergent	PEMF, PEMCx, PEMC, PEMAh, PEMAf, PEMA, PEM/SS1C, PEM/SS1Ah, and PEM/SS1A	19
Lacustrine Unconsolidated	L1UBHh	1
Total		75

[1/] Per USFWS NWI mapping. Designations are defined as:
R2UBHx - Riverine, lower perennial, unconsolidated bottom, permanent, excavated
R2UBH - Riverine, lower perennial, unconsolidated bottom, permanent
PUBGx - Palustrine unconsolidated bottom, intermittently exposed, excavated
PUBGh - Palustrine unconsolidated bottom, intermittently exposed, diked/impounded
PUBG - Palustrine unconsolidated bottom, intermittently exposed
PSS1C - Palustrine scrub-shrub, broad-leaved deciduous, seasonal
PSS1A - Palustrine scrub-shrub, broad-leaved deciduous, temporary
PSS1/EMA - Palustrine scrub-shrub, broad-leaved deciduous/emergent, temporary
PFO1C - Palustrine, forested, broad-leaved deciduous, seasonal
PFO1A - Palustrine, forested, broad-leaved deciduous, temporary
PFO1/EMC - Palustrine, forested, broad-leaved deciduous/emergent, seasonal
PEMF - Palustrine, emergent, semipermanent
PEMCx - Palustrine, emergent, seasonal, excavated
PEMC - Palustrine, emergent, seasonal
PEMAh - Palustrine, emergent, temporary, diked/impounded
PEMAf - Palustrine, emergent, temporary, farmed
PEMA - Palustrine, emergent, temporary
PEM/SS1C - Palustrine, emergent/scrub-shrub, broad-leaved deciduous, seasonal
PEM/SS1Ah - Palustrine, emergent/scrub-shrub, broad-leaved deciduous, temporary, diked/impounded
PEM/SS1A - Palustrine, emergent/scrub-shrub, broad-leaved deciduous, temporary
L1UBHh - Lacustrine, limnetic, unconsolidated bottom, permanent, diked/impounded

[2/] Based on 100-foot wide corridor, 50 feet on either side of existing track.

3.2.1.2 Potential Impacts

The No-Build Alternative would not impact wetlands. The Preferred Alternative is not anticipated to permanently impact wetlands. Temporary impacts to wetlands may occur during construction of culvert replacement and potential bridge replacement. These temporary impacts would cease immediately after construction is completed and wetlands would be restored to their previous condition. Specific minor construction impacts cannot be estimated at this time because they depend on several factors that would be determined

either during final design or by the contractor before or during construction. Specific project impacts will be evaluated in the Tier 2 documents.

To comply with Section 404 of the Clean Water Act, wetlands within or adjacent to the project area would be identified. Potential impacts to any wetland(s) would be assessed, and necessary permits would be obtained from the USACE prior to construction. All attempts would be made to avoid wetlands. If avoidance is not possible, impacts would be minimized to the greatest extent possible. If wetland impacts occur, it is anticipated that a Nationwide Permit 14 for Linear Transportation Projects would be applicable in the Rock Island and St. Louis Districts of the USACE. This nationwide permit requires that not more than 0.5 acres of wetland be impacted.

In the Chicago District of the USACE (which oversees the regulatory program in the six-county Chicago metropolitan area), Regional Permit 3 applies to linear transportation projects. This regional permit requires that cumulative impacts cannot exceed 1.0 acres, and that no single crossing may impact more than 0.25 acre. All of the conditions and requirements of Nationwide Permit 14 and Regional Permit 3 would be followed.

None of the counties along the project corridor have local wetland ordinances with the exception of Will County. Wetland regulations are administered through the Will County Land Use and Zoning Department within unincorporated Will County and through the municipalities in incorporated areas. It is anticipated that Section 401 Water Quality Certification would not need to be obtained separately. The Illinois Environmental Protection Agency (IEPA) has conditioned Section 401 Water Quality Certification applicable to Nationwide Permit 14 and Regional Permit 3.

3.2.1.3 Mitigation

Based on the above and with compliance with required permits and regulations, additional measures to mitigate potential impacts to wetlands are not necessary. If state or state pass through funding is to be utilized on the project, the project would be required to follow the guidelines of the Illinois Interagency Wetland Policy Act (IWPA). The IWPA requires mitigation of all wetland impacts, regardless of size. Additionally, the IWPA recognizes all wetlands and is not subject to the limitations on isolated wetlands that is the current policy of the USACE. On-site mitigation through the IWPA is recognized as within 1 mile of the project site. If on-site mitigation is not feasible, mitigation can be conducted off-site or through mitigation banks, but at a higher mitigation ratio.

3.2.2 Water Quality and Water Resources

This section provides an overview of surface and groundwater resources and the water quality of those resources along the project corridor. It focuses on those resources with the potential to be affected by the Preferred Alternative.

3.2.2.1 Existing Conditions

Surface Water

IEPA Use Assessments

The IEPA collects water samples from Ambient Water Quality Monitoring Network (AWQMN) sampling stations as part of an ongoing assessment of water quality. Comparison of collected water quality data to the Illinois water quality standards is used to identify potential water quality concerns. Illinois water quality standards include acceptable limits for general use, public and food processing water supply, and secondary contact and indigenous aquatic life. Based on the comparison, the IEPA annually assesses the use support for aquatic life, fish consumption, swimming, secondary contact, and drinking water supply. The use support classifications are as follows:

- **Full Support** – Water quality meets the needs of all designated uses protected by the applicable water quality standards.
- **Non-support** – Water quality is severely impaired and not capable of supporting the designated use to any degree.

IEPA 303d Listed Streams

Section 303d of the Clean Water Act requires states to develop and submit a list of impaired waters to the USEPA for review and approval. This is known as the 303d list. A stream is included on the 303d list if it does not meet applicable water quality standards or fully support its designated use or uses. A "high," "medium" or "low" priority to address the impairment is assessed for each of the water resources on the 303d list.

Biological Stream Characterization

In addition to water quality data, information regarding the biological health of streams within the project area was obtained. Biological data can be used to evaluate the overall health of a stream, as biota respond to the physical and chemical characteristics of the system they inhabit. The IEPA and Illinois Department of Natural Resources (IDNR) have collected information on fish, benthic macroinvertebrate, and freshwater mussel community composition in the four assessed streams. These data are then made available through agency reports and databases, which were inspected for information pertinent to this study. Specifically, the Biological Stream Characterization (BSC) provides information regarding the health of the fish community within a stream. The BSC is a five-tiered classification system:

Class A – Unique Aquatic Resource
Class B – Highly Valued Aquatic Resource
Class C – Moderate Aquatic Resource
Class D – Limited Aquatic Resource
Class E – Restricted Aquatic Resource

Class I Streams

The IDOT and IDNR identify important water resources as Class I streams (IDOT and IDNR 1996). The Class I stream list is comprised of streams that meet any one of the following criteria:

- National Park Service Candidate Wild and Scenic Rivers
- Illinois Natural Areas Inventory (as Aquatic Natural Areas)
- Habitat for listed state or federal species
- IEPA Non-degradation Streams
- High BSC Rating

National Rivers Inventory

National Wild and Scenic is a designation for protected water resources in the U.S. The goal of this designation is to preserve the river in its free-flowing condition. There are no rivers in the project corridor designated as Wild and Scenic. The Nationwide Rivers Inventory (NRI) is a listing of more than 3,400 free-flowing river segments in the United States that are believed to possess one or more "outstandingly remarkable" natural or cultural values judged to be of more than local or regional significance. Rivers included on this list have the potential to be characterized as National Wild and Scenic Rivers. Under a 1979 **Presidential directive** and related Council on Environmental Quality procedures, all federal agencies must seek to avoid or mitigate actions that would adversely affect one or more NRI segments (**http://www.nps.gov/ncrc/programs/rtca/nri/**; accessed 09/11/09).

Navigable Waterways

Navigable waterways are generally all waters that are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce. Section 19 or Section 10/404 permits are required for construction activities in these waters. A list of navigable waterways is provided by the USACE. The project corridor is covered by three USACE districts, including the Chicago District, Rock Island District and St. Louis District.

Groundwater

Groundwater occurs in water-bearing units called aquifers. In Illinois, aquifers are classified as sand-and-gravel aquifers, shallow bedrock aquifers, and deep bedrock aquifers. Within the project area, the principal shallow sand-and-gravel aquifers in Illinois are found in Cook, Will, McLean, Logan and Madison counties. The principal shallow bedrock aquifers are located in Cook and Will counties, while the deep bedrock aquifers lie in the northeastern part of the state, north of Livingston County.

There are no sole source aquifers in Illinois. No regulated groundwater recharge areas are within the project area. United Water Illinois has a source water protection area that is included in the construction zone of the project. The zone for the United Water Illinois well field is southwest of Lincoln Lakes outside the city of Lincoln, in Logan County on the southeast side of the project corridor.

Project Corridor Surface Water

The Chicago to St. Louis rail corridor traverses 10 major watersheds within Illinois, crossing 48 streams. Some water resources are crossed more than once. Table 3-9 summarizes the water resource information and data for each of the stream crossed. The streams are listed in order of crossings, beginning in Chicago.

Great Lakes/Calumet River Basin

The project corridor crosses the South Branch of the Chicago River and the South Fork of the South Branch of the Chicago River in this basin. Both these streams are non-support for fish consumption and generally not considered high quality streams. Both these streams are navigable waterways.

Des Plaines River Basin

The project corridor crosses eight streams are crossed by the project corridor within the Des Plaines River Basin. The project corridor crosses Jackson Creek near Channahon; it has been assessed by the IEPA as fully supporting aquatic life uses. The BSC rating for this stream indicates it is a highly valued aquatic resource. Hickory Creek was not assessed by the IEPA in 2008, but is considered a Class I stream as part of the IDOT/IDNR stream assessment.

Kankakee/Iroquois River Basin

The project corridor crosses three streams within the Kankakee/Iroquois River Basin. Each of the streams have been assessed by the IEPA as fully supporting aquatic life uses. The Kankakee River is also assessed as fully supporting swimming and secondary contact uses and is characterized as a highly valued aquatic resource. It is considered as a Class I stream by IDOT/IDNR due to its Natural Area status and is a navigable waterway.

Upper Illinois/Mazon River Basin

The project corridor crosses three streams in the Upper Illinois Mazon River Basin. The Mazon River is of notable quality as it has been assessed as fully supporting aquatic life uses and is included on the NRI due to its Wild and Scenic qualities. Due to its listing on the NRI, IDOT/IDNR considers the Mazon River a Class I stream. The Mazon River Bed is considered a Natural Area.

Vermillion (Illinois) River Basin

The project corridor crosses five streams in the Vermillion River Basin, including North Creek, which is crossed in three locations. The stream crossings also include Wolf Creek, the Vermillion River, Turtle Creek and Rooks Creek, which have all been assessed as fully supporting aquatic life uses. Wolf Creek and Rooks Creek are considered Highly Valued Aquatic Resources, while the Vermillion River is considered a Moderate Aquatic Resource. However, due to its generally free-flowing condition, the Vermillion River is on the NRI and is considered a Class I stream due to both its Wild and Scenic condition and its Natural Area designation. Rooks Creek is listed on the Class I list due to the potential presence of threatened and endangered species.

Table 3-9. Project Corridor Water Resources

River Crossing	IEPA Designation	Track Crossing Location	County	IEPA Basin	IEPA Basin [a/]	Total Drainage Area, sq. miles [b/ c/]	Total Length, miles [b/ c/]	2008 IEPA Use Assessment [a/]					BSC Stream Class [d/]	Class I Streams [e/]	IEPA 303d Listed (Priority) [a/]	National Rivers Inventory [f/]	Navigable Waterway [g/]
								Aquatic	Fishing	Swimming	Secondary Contact	Public Water Supply					
S. Branch of the Chicago River	HC-01	Chicago	Cook	1	Great Lakes/ Calumet River	Not Available	4.0		N		X		X	--	Medium	--	Yes
S. Fork of the S. Br. Ch. River	HCA-01	Chicago	Cook	1	Great Lakes/ Calumet River	Not Available	Not Available		N		X		X	-	Medium	-	Yes
Cal Sag Channel	H-01	Palos	Cook	2	Des Plaines River	391.0	16.1		N		X		D	--	Medium	--	Yes
Long Run Creek	GHE-01	Lockport	Will	2	Des Plaines River	27.7	14.6	F	X	X	X		X	--	--	--	No
Fiddyment Creek	GHC	Lockport	Will	2	Des Plaines River	4.9	3.7	N	X	X	X		X	--	Medium	--	No
Fraction Run	GHA	Lockport	Will	2	Des Plaines River	6.2	2.7	X	X	X	X		X	--	--	--	No
Hickory Creek	GG-02	Joliet	Will	2	Des Plaines River	109.0	25.3	NOT ASSESSED					C	Yes	--	--	No
Sugar Creek (also Sugar Run)	GF	Joliet	Will	2	Des Plaines River	14.7	8.3	N	X	X	X		D	--	Medium	--	No
Cedar Cr.	GD	Joliet	Will	2	Des Plaines River	14.4	8.5	X	X	X	X		X	--	--	--	No
Jackson Creek	GC-02	Channahon	Will	2	Des Plaines River	52.7	26.4	F	X	X	X		B	--	--	--	No
Prairie Cr.	FA 01	North of Wilmington	Will	10	Kankakee/ Iroquois River	51.5	27.0	F	X	X	X		X	--	--	--	No
Forked Cr.	FB 01	Wilmington	Will	10	Kankakee/ Iroquois River	137.0	39.8	F	X	X	X		C	--	--	--	No
Kankakee River	F-16	Wilmington	Will	10	Kankakee/ Iroquois River	5,165.0	57.2*	F	N	F	F	N	B	NA	Medium	--	Yes
Mazon River	DV 06	Gardner	Grundy	11	Upper Illinois/ Mazon River	524.0	27.4	F	N	X	X	X	X	W&S	Medium	X	No

Table 3-9. Project Corridor Water Resources (continued)

River Crossing	IEPA Designation	Track Crossing Location	County	IEPA Basin	IEPA Basin [a/]	Total Drainage Area, sq. miles [b/ c/]	Total Length, miles [b/ c/]	2008 IEPA Use Assessment [a/]					BSC Stream Class [d/]	Class I Streams [e/]	IEPA 303d Listed (Priority) [a/]	National Rivers Inventory [f/]	Navigable Waterway [g/]
								Aquatic	Fishing	Swimming	Secondary Contact	Public Water Supply					
Woods Run	DVEBA	North of Dwight	Grundy	11	Upper Illinois/ Mazon River	Not Available	9.5	X	X	X	X		X	--	--	--	No
Gooseberry Cr. - *2 Crossings*	DVEB	Dwight	Livingston	11	Upper Illinois/ Mazon River	Not Available	25.9	X	X	X	X		X	--	--	--	No
Wolf Creek	DSL 01	Cayuga	Livingston	12	Vermilion (Illinois) River	Not Available	18.5	F	X	X	X		B	--	--	--	No
North Creek - *3 Crossings*	DSU	Pontiac	Livingston	12	Vermilion (Illinois) River	Not Available	Not Available	NOT ASSESSED					X	--	--	--	No
Vermilion River	DS 06	Pontiac	Livingston	12	Vermilion (Illinois) River	75.9	14.1	F	X	N	X	N	C	NA/W&S	Low	X	No
Turtle Cr.	DSM	South of Pontiac	Livingston	12	Vermilion (Illinois) River	Not Available	9.8	F	X	X	X		X	--	--	--	No
Rooks Cr.	DSJ 01	South of Pontiac	Livingston	12	Vermilion (Illinois) River	Not Available	32.6	F	X	X	X		B	Yes	--	--	No
Turkey Creek	DKS	Lexington	McLean	14	Mackinaw River	Not Available	10.2	N	X	X	X		B	--	Medium	--	No
Mackinaw River - *2 Crossings*	DK 20	South of Lexington	McLean	14	Mackinaw River	1,136.0	129.7	F	N	X	X		A	NA/W&S	Medium	X	No
Money Creek	DKP 02	Towanda	McLean	14	Mackinaw River	71.3	34.7	F	X	X	X		C	--	--	--	No
Sugar Creek	EID-C1	Bloomington-Normal	McLean	22	Salt Creek of Sangamon River	498.0	58.6	F	X	X	X		C	--	--	--	No

Table 3-9. Project Corridor Water Resources (continued)

River Crossing	IEPA Designation	Track Crossing Location	County	IEPA Basin	IEPA Basin [a/]	Total Drainage Area, sq. miles [b/ c/]	Total Length, miles [b/ c/]	2008 IEPA Use Assessment [a/]					BSC Stream Class [d/]	Class I Streams [e/]	IEPA 303d Listed (Priority) [a/]	National Rivers Inventory [f/]	Navigable Waterway [g/]
								Aquatic	Fishing	Swimming	Secondary Contact	Public Water Supply					
Goose Cr.	EIDD	Bloomington-Normal	McLean	22	Salt Creek of Sangamon River	2.2	Not Available	N	X	X	X		X	--	--	--	No
Timber Cr.	EIDC 01	Bloomington-Normal	McLean	22	Salt Creek of Sangamon River	Not Available	15.6	F	X	X	X		C	--	--	--	No
Clear Cr.	EIEB	North of Atlanta	Logan	22	Salt Creek of Sangamon River	Not Available	8.3	X	X	X	X		D	--	--	--	No
Kickapoo Creek	EIE 05	Lawndale	Logan	22	Salt Creek of Sangamon River	332.0	60.9	F	X	X	X		B	Yes	--	--	No
Brainards B.	Not Assessed	East Lincoln	Logan	22	Salt Creek of Sangamon River	Not Available	Not Available	NOT ASSESSED					X	--	--	--	No
Salt Creek	EI 03	Lincoln	Logan	22	Salt Creek of Sangamon River	1,868.0	117.6	F	X	X	X		C	NA	--	--	No
Elkhart Slough	Not Assessed	Elkhart	Logan	22	Salt Creek of Sangamon River	Not Available	Not Available	NOT ASSESSED					X	--	--	--	No
Wolf Cr.	EN 01	Williamsville	Logan/Sangamon	20	Lower Sangamon River	Not Available	16.0	X	X	X	X		D	--	--	--	No

Table 3-9. Project Corridor Water Resources (continued)

River Crossing	IEPA Designation	Track Crossing Location	County	IEPA Basin	IEPA Basin [a/]	Total Drainage Area, sq. miles [b/ c/]	Total Length, miles [b/ c/]	2008 IEPA Use Assessment [a/]					BSC Stream Class [d/]	Class I Streams [e/]	IEPA 303d Listed (Priority) [a/]	National Rivers Inventory [f/]	Navigable Waterway [g/]
								Aquatic	Fishing	Swimming	Secondary Contact	Public Water Supply					
Fancy Cr.	EM	Sherman	Sangamon	20	Lower Sangamon River	38.5	15.8	F	X	X	X		X	--	--	--	No
Sangamon River	E 26	Springfield	Sangamon	20	Lower Sangamon River	5,419.0	240.9	N	N	N	X		C	NA/W&S	Medium	X	Yes
Spring Cr.	EL-01	Springfield	Sangamon	20	Lower Sangamon River	125.0	38.4	N	N	N	X		C	--	Medium	--	No
Panther Creek - *2 Crossings*	EE-01	Auburn	Sangamon	20	Lower Sangamon River	23.8	14.5	N	X	X	X		C	--	Medium	--	No
Sugar Creek	EOA 04	Thayer	Sangamon	20	Lower Sangamon River	283.0	51.1	N	X	X	X		C	--	Medium	--	No
Hurricane Cr.	DAI	Beaver Dam State Park	Macoupin	18	Lower Illinois/ Macoupin Creek	Not Available	17.6	X	X	X	X		X	--	--	--	No
Macoupin Creek	DA-04/05	Beaver Dam State Park	Macoupin	18	Lower Illinois/ Macoupin Creek	961.0	98.6	N	X	N	X		B	--	DA04: Med DA05: High	--	No
May Branch	DAZJ	Beaver Dam State Park	Macoupin	18	Lower Illinois/ Macoupin Creek	Not Available	7.6	X	X	X	X		X	--	--	--	No
Coop Branch	DAZI	Shipman	Macoupin	18	Lower Illinois/ Macoupin Creek	Not Available	7.5	X	X	X	X		X	--	--	--	No
Black Cr.	JRBA	Alton	Madison	27	Mississippi South Central River	Not Available	3.1	X	X	X	X		X	--	--	--	No
Coal Branch Creek	Not Assessed	Alton	Madison	27	Mississippi South Central River	Not Available	Not Available	X	X	X	X		X	--	--	--	No

Table 3-9. Project Corridor Water Resources (continued)

River Crossing	IEPA Designation	Track Crossing Location	County	IEPA Basin	IEPA Basin [a/]	Total Drainage Area, sq. miles [b/ c/]	Total Length, miles [b/ c/]	2008 IEPA Use Assessment [a/]					BSC Stream Class [d/]	Class I Streams [e/]	IEPA 303d Listed (Priority) [a/]	National Rivers Inventory [f/]	Navigable Waterway [g/]
								Aquatic	Fishing	Swimming	Secondary Contact	Public Water Supply					
Wood R.	JR 02	Alton	Madison	27	Mississippi South Central River	123.0	2.4	N	X	N	X		D	--	Medium	--	No
Cahokia Creek (or Channel)	JQ 07	South of Alton	Madison	27	Mississippi South Central River	263.0	51.7	N	X	X	X		C	--	Medium	--	No
Cahokia Canal	JN-02	East St. Louis	St. Clair	27	Mississippi South Central River	Not Available	14.1	N	X		X		C	--	Medium	--	No
Mississippi River	J-36	East St. Louis / St. Louis	St. Clair/St. Louis	27	Mississippi South Central River	1,245,000.0	2,350.0	F	N	N	X	N	X	--	Medium	--	Yes

* - Miles In Illinois
F: Full Support, N: Non-Support, X: Not Assessed
NA: Natural Area / W&S: Wild and Scenic
Sources:
a/ Illinois Environmental Protection Agency. 2008. Illinois Integrated Water Quality Report and Section 303(d) List.
b/ Healy, R.W. 1979. River Mileages and Drainage Areas for Illinois Streams - Voume 2, Illinois River Basin. USGS Water Resources Investigations 79-11.
c/ Healy, R.W. 1979. River Mileages and Drainage Areas for Illinois Streams - Volume 1, Illinois Except Illinois River Basin. USGS Water Resources Investigations 79-11.
d/ Bertrand, W.A., R.L. Hite, and D.M. Day. 1996. Biological Stream Characterization: Biological Assessment of Illinois Stream Quality through 1993. IEPA/BOW/96-058.
e/ Illinois Department of Natural Resources and Illinois Department of Transportation. 1996. "Natural Resource Review and Coordination Agreement, Class I Streams." #96-14.
f/ United States Department of Interior. 1982. National Wild and Scenic River System Components. Http://www.rivers.gov/guidelines.html
g/ Illinois Administrative Code. Title 17: Conservation, Chapter I: Department of Natural Resources, Subchapter 11: Water Resources, Section 3704 Appendix A: Public Bodies of Water.

Mackinaw River Basin

The project corridor crosses three streams are crossed by the project corridor in the Mackinaw River Basin, including the Mackinaw River which is crossed in two locations. The Mackinaw River and Money Creek are both assessed by the IEPA as fully supporting aquatic life uses, while Turkey Creek is non-supporting for aquatic life uses. The Mackinaw River has been characterized as a Unique Aquatic Resource, is on the NRI and is considered a Class I stream due to both its Wild and Scenic condition and its Natural Area designation. Turkey Creek is considered a Highly Valued Aquatic Resource, while Money Creek is considered a Moderate Value Aquatic Resource.

Salt Creek of Sangamon River Basin

The project corridor crosses eight streams within the Salt Creek of Sangamon River Basin, including four streams assessed as fully supporting aquatic life uses (Sugar Creek, Timber Creek, Kickapoo Creek and Salt Creek). Kickapoo Creek and Salt Creek are both considered Class I streams, with Salt Creek identified as such due to its Natural Area designation. Timber Creek is not included on the Class I list of streams, but is considered a Natural Area. Two streams, Brainards Branch and Elkhart Slough, are not assessed by the IEPA or part of the BSC.

Lower Sangamon River Basin

The project corridor crosses six streams in the Lower Sangamon Basin. Four of them are assessed by the IEPA as not supporting aquatic life uses. Fancy Creek fully supports aquatic life uses and the last stream; Wolf Creek was not assessed. The Sangamon River, while characterized as only a Moderate Aquatic Resource as part of the BSC, is considered as Class I stream due to both its Wild and Scenic condition and its Natural Area designation. It is also on the NRI and is a navigable waterway.

Lower Illinois/Macoupin River Basin

The project corridor crosses four streams in the Lower Illinois/Macoupin River Basin. Only Macoupin Creek has been assessed by the IEPA and is non-support for aquatic life and swimming uses. It is characterized as a Highly Valued Aquatic Resource. The crossing of Macoupin Creek is near the Beaver Dam State Park.

Mississippi South Central River Basin

The project corridor crosses six streams in the Mississippi South Central River Basin, the last basin to be traversed by the corridor. Only the Mississippi River has been assessed as full support for aquatic life uses. The others are non-support (three streams) or were not assessed (two streams). The Mississippi River is a navigable waterway in the area of the crossing.

Potential Impacts

The No-Build Alternative would not impact waterways or water quality. The Preferred Alternative is not anticipated to permanently impact waterways or water quality. Temporary impacts to waterways may occur during culvert replacement and potential

bridge replacement. The temporary impacts would cease immediately after the activity is completed. Some specific minor construction impacts cannot be estimated at this time because they depend on several factors that would be determined either during final design or by the contractor before or during construction. Construction impacts would be minimized and mitigated using Best Management Practices. Specific project impacts will be evaluated in the Tier 2 documents.

Mitigation

To comply with Section 404 of the Clean Water Act, waterways within or immediately adjacent to the project area will be identified. Impacts to waterway(s) will be assessed and necessary permits will be obtained from the USACE prior to construction. All attempts will be made to avoid waterways. If avoidance is not possible, impacts will be minimized to the greatest extent possible. If impacts result, it is anticipated that a Nationwide Permit 14 for Linear Transportation Projects would be applicable in the Rock Island and St. Louis District Corps of Engineers. This nationwide permit requires that not more than a 0.5 acres of "waters of the US"/wetlands be impacted. In the Chicago District (that oversees the regulatory program in the six-county Chicago metropolitan area), Regional Permit 3 applies to linear transportation projects. This regional permit requires that cumulative impacts cannot exceed 1.0 acres, and no single crossing may impact more than 0.25 acres. All of the conditions and requirements of Nationwide Permit 14 and Regional Permit 3 will be followed. It is anticipated that Section 401 Water Quality Certification will not need to be obtained separately. The IEPA has conditional Section 401 Water Quality Certification applicable to Nationwide Permit 14 and Regional Permit 3.

3.2.2.2 Project Corridor Groundwater

Groundwater quality is dependent in large part of the physical and chemical composition of overlying the geologic materials. Overall groundwater quality in the project area is good. The risk for groundwater contamination through the corridor is low to moderate except where the corridor crosses alluvial deposits. In such alluvial formations the potential for groundwater contamination is rated as high (Berg & Kempton, 1984).

Several hundred private well-heads lie within 200 feet of the project corridor. This distance is the minimum setback for private water supplies. All of the private wells are outside of the railroad drainage ditch that should act as adequate confinement for any diesel fuel spills (Chicago-St. Louis High-Speed Rail Project Final Environmental Impact Statement, 2004).

Potential Impacts

The No-Build Alternative would not impact groundwater. The Preferred Alternative is not anticipated to impact groundwater. Specific project impacts will be evaluated in the Tier 2 documents.

Mitigation

As impacts to groundwater are not anticipated, mitigation is not anticipated.

3.2.3 Threatened and Endangered Species and Special Lands

3.2.3.1 Existing Conditions

The U.S Endangered Species Act (ESA) of 1973, as amended, provides protection for species that are listed as threatened or endangered under the ESA. The ESA grants the US Fish and Wildlife Service (USFWS) prime responsibility in administering the species designations and protections granted under the ESA. "Endangered" means that a species is in danger of extinction throughout all or a significant portion of its range. "Threatened" means that a species is likely to become endangered in the foreseeable future.

Threatened and Endangered Species

Various species receive federal and state protection to help repair previous damage to populations and to attempt to return the species population to self-sustaining levels. Other species receive state protection if the limits of their distribution ranges are within the particular state of concern (Illinois and Missouri) or if populations can only exist in a specific but uncommon habitat in these states. Agency coordination was conducted to determine if federal or state-listed threatened or endangered species are known to exist in the project area.

Table 3-10 summarizes the USFWS federally endangered and threatened, and candidate species by county within the project limits. According to the USFWS, the Candidate Conservation Program assesses species and develops and facilitates the use of voluntary conservation tools for the conservation of candidate and other species-at-risk and their habitats, so that these species do not need the protection of the ESA. The USFWS accomplishes this by working in partnership with public and private landowners.

In 2007, the USFWS indicated that no Indiana bats were located in the six-county Chicago metropolitan area, based on extensive surveys over two years in various locations. A known hibernaculum is present in LaSalle County west of the proposed project. Indiana bats may occur in counties south of the Chicago Metropolitan area.

Currently, extensive surveys are being conducted in the Des Plaines River Valley for the Hine's emerald dragonfly which is known to occur at various locations in the valley. Surveys have been conducted within the project corridor at various times since the late 1980s. Hines Emerald Dragonflies have been observed along the rail corridor at New Avenue near Lemont, Illinois. As part of required mitigation, the Illinois Tollway is restoring Hines Emerald Dragonfly habitat within forest preserve sites in Cook, DuPage, and Will counties. Breeding activity is currently occurring in the Des Plaines River Valley near the project corridor.

Table 3-10. USFWS Federally Endangered and Threatened Species List By County

County	Species	Status	Habitat
Cook	Indiana bat (*Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Piping plover *(Charadrius melodus)*	Endangered	Lakeshore beaches
	Hine's emerald dragonfly *(Somatochlora hineana)*	Endangered	Spring fed wetlands, wet meadows and marshes
	Eastern prairie fringed orchid *(Platanthera leucophaea)*	Threatened	Moderate to high quality wetlands, sedge meadow, marsh, and mesic to wet prairie
	Leafy-prairie clover *(Dalea foliosa)*	Endangered	Prairie remnants on thin soil over limestone
	Mead's milkweed *(Asclepias meadii)*	Threatened	Late successional tallgrass prairie, tallgrass prairie converted to hay meadow, and glades or barrens with thin soil
	Prairie bush clover (*Lespedeza leptostachya)*	Threatened	Dry to mesic prairies with gravelly soil
DuPage	Indiana bat	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Hine's emerald dragonfly	Endangered	Spring fed wetlands, wet meadows and marshes
	Eastern prairie fringed orchid	Threatened	Moderate to high quality wetlands, sedge meadow, marsh, and mesic to wet prairie
	Leafy-prairie clover	Endangered	Prairie remnants on thin soil over limestone
	Mead's milkweed	Threatened	Late successional tallgrass, prairie tallgrass, prairie converted to hay meadow, and glades or barrens with thin soil
	Prairie bush clover	Threatened	Dry to mesic prairies with gravelly soil
Grundy	Indiana bat	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid	Threatened	Mesic to wet prairies
Jersey	Indiana bat	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	Moist, sandy, floodplains, and wet prairies
	Eastern prairie fringed orchid	Threatened	Mesic to wet prairies
Livingston	Indiana bat	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid	Threatened	Mesic to wet prairies
Logan	Indiana bat	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid	Threatened	Mesic to wet prairies

Table 3-10. USFWS Federally Endangered and Threatened Species List By County (continued)

County	Species	Status	Habitat
Macoupin	Indiana bat	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid	Threatened	Mesic to wet prairies
Madison	Indiana bat	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Least tern *(Sterna antillarum)*	Endangered	*Bare alluvial and dredged spoil islands*
	Pallid sturgeon *(Scaphirynchus albus)*	Endangered	Large rivers
	Decurrent false aster	Threatened	Moist, sandy, floodplains, and wet prairies
	Eastern prairie fringed orchid	Threatened	Mesic to wet prairies
McLean	Indiana bat	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid	Threatened	Mesic to wet prairies
Saint Clair	Indiana bat	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Least tern	Endangered	*Bare alluvial and dredged spoil islands*
	Pallid sturgeon	Endangered	Large rivers
Saint Clair	Illinois cave amphipod *(Gammarus acherondytes)*	Endangered	Cave streams in Illinois sinkhole plain
	Decurrent false aster	Threatened	Disturbed alluvial soils
Sangamon	Indiana bat	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Sheepnose mussel	Candidate	Rivers
	Eastern prairie fringed orchid	Threatened	Mesic to wet prairies
Will	Indiana bat	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Hine's emerald dragonfly	Endangered	Spring fed wetlands, wet meadows and marshes
	Eastern Massasauga	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)

Table 3-11 summarizes the IDNR state listed threatened and endangered species within the project limits. This information was obtained by IDNR through the Natural Heritage Database using an existing screening distance of 50 feet on either side of the existing track.

Table 3-11. Summary of Illinois Threatened and Endangered Species Along the Project Corridor

Species	Status	Habitat
Large Ground Plum *(Astragalus crassicarpus var. trichocalyx)*	Endangered	Bluff prairies near the Mississippi and lower St. Croix Rivers, grasslands
Upland Sandpiper *(Bartramia longicauda)*	Endangered	Pastures, upland meadows, fallow fields and open grassy areas
Oklahoma Grass Pink Orchid *(Calopogon oklahomensis)*	Endangered	Wet bogs, meadows, ditches, in sandy acidic soils
Leafy Prairie Clover	Endangered	Prairie remnants on thin soil over limestone
Spike Rush *(Eleocharis rostellata)*	Threatened	Marshes, shallow water of lakes, ponds, and stream beds
Spike *(Elliptio dilatata)*	Threatened	Small to large rivers, also known to inhabit reservoirs and lakes, found in sand and gravel substrates
Blanding's Turtle *(Emydoidea blandingii)*	Threatened	Marshes, creeks, wet prairies, sloughs and fens and the edges of lakes and ponds
Loggerhead Shrike *(Lanius ludovicianus)*	Threatened	Grasslands interspersed with scattered trees and shrubs that provide nesting and perching sites
Blazing Star *(Liatris scariosa var. nieuwlandii)*	Threatened	Open, dry, low nutrient sandy soils in grasslands and barrens
Black Sandshell *(Ligumia recta)*	Threatened	Medium-sized to large creeks and rivers in locations with strong current and substrates of coarse sand and gravel with cobbles in water depths from several inches to six feet or more
Bunchflower *(Melanthium virginicum)*	Threatened	Swamp forests, wet meadows
River Redhorse *(Moxostoma carinatum)*	Threatened	Medium and large sized rivers with moderate to strong currents and gravel or cobble substrates
Eryngium Stem Borer *(Papaipema eryngii)*	Endangered	Wet or dry prairies
Sheepnose mussel *(Plethobasus cyphyus)*	Endangered	Shallow shoal habitats with moderate to swift currents over sand and gravel substrate in larger rivers
Royal Catchfly *(Silene regia)*	Endangered	Mesic black soil prairies, savannas, scrubby barrens, open areas along roads and railroads and forest openings
Salamander Mussel *(Simpsonaias ambigua)*	Endangered	Medium to large rivers and lakes in silt sand or under stones
Hine's Emerald Dragonfly	Endangered	Spring fed wetlands, wet meadows and marshes
Franklin's Ground Squirrel *(Spermophilus franklinii)*	Threatened	Tall grass and mid-grass prairies in old fields, roadsides, railroad rights-of-way, fencerows, ditch banks, cemeteries
Ear-leafed Foxglove *(Tomanthera auriculata)*	Threatened	Mesic black soil prairies, thickets, savannas, open areas along roads and railroads and forest openings, woodland borders
Slender Bog Arrow Grass *(Triglochin palustris)*	Threatened	Muddy to marley fen and bog edges and calcareous sedge meadows
Lined Snake *(Tropidoclonion lineatum)*	Threatened	Grasslands and urban lots in former prairies

Prior to additional station development, increase in train speed or frequencies, or track construction, specific information concerning the presence of the state and federal listed species would be obtained, and further coordination with Resource Agencies undertaken. In some cases, based on habitat conditions within the project limits, surveys for individual species may be required.

Special Lands

The IDNR has provided information on special lands within the project corridor. These include Illinois Natural Areas Inventory (INAI) sites and Nature Preserves. Table 3-12 identifies the dedicated INAI sites in or near the project corridor. As shown in Table 3-12, INAI sites are located adjacent to the existing railroad tracks. Identified as railroad or siding prairies, these INAI sites are scattered throughout the length of the project and may be located within the railroad right-of-way.

Table 3-12. Summary of INAI Sites Along the Project Corridor

INAI Site	Nearest Town / County
Braceville Railroad Prairie	Braceville / Grundy
Carlinville Railroad Prairie	Carlinville / Macoupin
Chouteau Botanical Area	Madison
Denby Prairie	Macoupin
Funks Grove	Funks Grove / McLean
Godley Railroad Prairie	Will
Hitts Siding Prairie	Will
Joliet Army Ammunition Plant	Joliet / Will
Kankakee River	Will
Mackinaw River	McLean
Mazon River Bed	Morris / Grundy
Mazonia Railroad Prairie	Morris / Grundy
Paw Paw Woods	Willow Springs / Cook
Reiher Barrens	Macoupin
Route 66 Railroad Prairie – Cayuga	Livingston
Salt Creek	Lincoln / Logan
Timber Creek	McLean
Vermilion River – Illinois Drainage	Livingston

Table 3-13 identifies the dedicated Illinois Nature Preserve sites in or near the project corridor. The Illinois Natural Areas Preservation Act (525 ILCS 30/1 – P.A. 82-155) provides that " areas dedicated as nature preserves are hereby declared to be put to the highest, best, and most important use for the public benefit. They shall be protected, managed and used in the manner provided by rules. They may not be taken under power of eminent domain or by other means for any other use except another public use and except upon approval of the Commission, the Governor, and any public owner of a dedicated interest therein after a finding by the Commission of the existence of an imperative and unavoidable public necessity for such other public use" (Section 14). The Illinois Department of Natural

Table 3-13. Summary of Illinois Nature Preserves Along the Project Corridor

Nature Preserve	Nearest Town / County
Denby Prairie Nature Preserve	Macoupin
Funks Grove Land and Water Reserve	Funks Grove / McLean
Funks Grove Nature Preserve	Funks Grove / McLean
Hitts Siding Prairie Nature Preserve	Will
Paw Paw Woods Nature Preserve	Willow Springs / Cook
Thaddeus Stubblefield Grove Nature Preserve	Funks Grove / McLean

Resources (IDNR) adds that the imperative and unavoidable public necessity for another public use standard has never been met before. Table 3-14 identifies the parks and 4(f) resources adjacent to the project corridor.

Table 3-14. Summary of Parks and 4(f) Resources

Parks/4(f) Resources	Nearest Town / County
Alton Municipal Golf Course	Alton / Madison
Beaver Dam State Park	Carlinville / Macoupin
Hanover Park	Summit / Cook
Hartford Park	Hartford / Madison
Jefferson NTNL Expansion Park	East St. Louis / St. Clair
Leclaire Courts-Hearst Park	Chicago / Cook
Lee Park	Venice / Madison
Malcom W. Martin Memorial Park	East St. Louis / St. Clair
Midewin Tall Grass Prairie	Elwood / Will
Hoyne Playground Park	Chicago / Cook
Railsplitter State Park	Lincoln / Logan
Stars and Stripes Park	Chicago / Cook
Westside Park	Lockport / Will

As shown in Table 3-13, Nature Preserves are located adjacent to the existing railroad tracks. The Hitts Siding Prairie Nature Preserve, Denby Prairie Nature Preserve, and Funks Grove Nature Preserve, which are also identified as INAI sites, may be located within the right-of-way.

Funks Grove includes a Nature Preserve, Land and Water Reserve, Timber Creek INAI site, and Sugar Grove Nature Center. The Nature Preserve and Nature Center are adjacent to the railroad and are within the railroad right-of-way. In addition, the railroad crosses Timber Creek INAI Site. Funks Grove is a high-quality upland and floodplain forest and includes the largest remaining intact prairie grove in Illinois. Portions of the preserve have been

designated a National Natural Landmark by the U.S. Department of the Interior[1]. Timber Creek supports a population of state-threatened mussels[2].

Hitts Siding Prairie Nature Preserve, located west of Wilmington, has four endangered or threatened species.[3] Several additional unnamed native railroad prairies are located along the project corridor.

In addition to the above, Illinois State Parks were identified within or adjacent to the proposed project area. Edward Madigan State Park, formerly known as Railsplitter State Park, is located south of Lincoln, in Logan County, on the east side of the railroad tracks and within the railroad right-of-way. Beaver Dam State Park is located approximately 200 feet west of the railroad tracks south of Carlinville in Macoupin County.

3.2.3.2 Potential Impacts

These sites may be located within the railroad right-of-way. These INAI sites are scattered throughout the length of the project. Avoidance of these sites may be impractical due to their proximity to the existing tracks. Construction of station buildings and parking have the potential to impact these sites. Also, the addition of new mainline rail, sidings, or related railroad infrastructure could impact these sites.

Several of the INAI sites are considered to be rivers and streams that are crossed by the proposed project. Temporary impacts to these sites could occur by construction or rehabilitation of existing bridges over these streams.

Nature Preserves are located adjacent to the existing railroad tracks and could be affected. Specifically, the Hitts Siding Prairie, Denby Prairie, and Funks Grove Nature Preserves, also INAI sites, may be located within the right-of-way and, therefore, have the potential to be impacted. Specific project impacts will be evaluated in the Tier 2 documents.

3.2.3.3 Mitigation

Permanent impacts to INAI sites can be avoided through proper design and construction practices.

Avoidance of Nature Preserve sites is required by Illinois law. Therefore, improvements to the existing railroad right-of-way would be required to consider the location of dedicated Nature Preserves.

Proposed station locations or station improvements can be sited to avoid impacts to INAI sites, nature preserves, and state parks through coordination and consultation with the USFWS and IDNR.

[1] www.sugargrovenaturecenter.org
[2] http://dnr.state.il.us
[3] http://dnr.state.il.us

Coordination would also be conducted regarding the potential for the project to affect federal or state threatened or endangered species. This coordination and consultation would continue as appropriate to assure that appropriate mitigation measures are incorporated into the project so that impacts to protected plant and animal species are minimized or avoided.

3.3 Human Environment

The purpose of this section is to describe the characteristics of the Human Environment within the area that is to be served or affected by the proposed project. Included in this section is a discussion of the anticipated transportation, socioeconomics, environmental justice, public health and safety, hazardous materials, and cultural resources effects of the Preferred Alternative. Where appropriate, mitigation measures are identified.

3.3.1 Transportation

This section summarizes the transportation impacts expected under the No-Build and Preferred alternatives. Projected annual person trips for rail, air, bus, and automobile intercity travel are presented. Additionally, impacts to future freight and commuter rail operations and vehicular traffic are discussed, including impacts from construction and vehicular impacts associated with the changes proposed at the highway-railroad grade crossings in the corridor.

This document has been prepared as an Environmental Assessment subsequent to the Record of Decision that was received for the Final Environmental Impact Statement (EIS) for the Chicago-St. Louis High-Speed Rail Project in 2003. As such, it summarizes information from the FEIS and DEIS. The FEIS and DEIS can be referenced for additional information on any of the topics discussed in this section.

3.3.1.1 PROJECTED RIDERSHIP

Ridership projections for this project were developed as part of the Financial and Implementation Plan and were presented in the Ridership Forecast Technical Report (Wilbur Smith Associates, 1994). These forecasts were used when evaluating alternatives in the Draft EIS. Since the high-speed rail (HSR) forecasts were developed, simulated end-to-end running times have increased and the proposed frequency of service has been reduced from eight round trips per day to three. A cursory analysis was conducted to modify the ridership forecasts to reflect these changes. As a result, projected annual rail ridership in the Chicago - St. Louis corridor was reduced from approximately 1.3 million to 600,000.

No-Build Alternative: Based on the developed forecasts, rail passenger ridership in the corridor is projected to increase 50 percent from 1998 by the year 2010 to 406,000 annual passengers under the No-Build Alternative. This ridership increase reflects overall population and travel demand growth in the corridor. The No-Build Alternative is not

projected to divert additional travelers from other modes, as this alternative is a continuation of existing Amtrak service.

Preferred Alternative: Projected ridership for the Preferred Alternative is approximately 601,700 annual passengers. This projected ridership level is 50 percent greater than for rail passenger service projected for the No-Build Alternative. Increased train speeds will result in rail passenger service being a more viable transportation mode in the corridor. As such, most of this additional ridership can be attributed to travelers diverting from other modes of travel to HSR because of the enhancements in service. It is projected that approximately 31 percent of HSR passengers in the year 2010 will be travelers diverted from other modes. Sixty-seven percent of the ridership will be generated from existing rail ridership and projected growth, while approximately 2 percent will be realized from induced demand. Table 3-15 lists the projected annual person trips for the four modes of intercity travel in the corridor for both the No-Build and Preferred alternatives.

Table 3-15. Existing and Projected (2010) Annual Person Trips (1,000'S) in the Chicago-St. Louis Corridor

	Alternative					
	Existing (1998)		No-Build (2010)		Preferred (2010)	
Mode	Trips	Percent	Trips	Percent	Trips	Percent
Rail	271	0.8	406	0.9	602	1.3
Air	1,109	3.2	1,391	3.1	1,277	2.9
Bus	98	0.3	211	0.5	204	0.5
Auto	33,675	95.8	42,750	95.5	42,685	95.3
TOTAL	35,153	100	44,758	100	44,768	100

Source: Chicago-St. Louis Draft Environmental Impact Statement

3.3.1.2 ADDITIONAL IMPACTS TO RAIL OPERATIONS

Freight Traffic

No-Build Alternative: With the opening of the Joliet intermodal terminal existing UP freight operations will increase from 6 to 12 daily trips with the No-Build Alternative.

Preferred Alternative: A UP 2017 future growth scenario assumes an increase to 22 total trips per day in the Chicago - St. Louis corridor. Provision of a second main line track and new freight sidings and improvements to existing sidings will address impacts to freight service and passenger train operations to ensure reliability and safety.

Commuter Rail Service

No-Build Alternative: No changes to existing commuter rail service in the Chicago area will be required with the No-Build Alternative. Future commuter rail service is assumed to be the same as existing service. Outside of the Chicago area, no other commuter rail service operates in the corridor.

Preferred Alternative: Implementation of HSR service under the Preferred Alternative will not result in changes in the number of commuter trains operating daily, and scheduling modifications are not anticipated. Under the Preferred Alternative, intercity passenger service will operate on the same tracks as the Metropolitan Rail Corporation (Metra) Heritage Corridor Line between Chicago Union Station and Joliet. Through this area existing maximum speeds will be maintained. Prior to expanding service beyond three round trips per day, an operational review will be conducted to identify potential conflicts with commuter rail service.

Construction Related Impacts on Railroad Operations

No-Build Alternative: Under the No-Build Alternative, construction will be limited to those projects included in the 2003 FEIS.

Preferred Alternative: In general, construction activities for HSR improvements will result in two types of impacts. The first impact will be the requirement to reduce the operating speeds through the construction zones that will add to rail travel time and, in turn, increased cost. The second impact will be the need to adjust the schedule of existing operations to create windows of opportunity for construction activities that require temporary shutdown of rail operations on selected track sections for limited time.

Permission from the railroad owners will be required for construction that will take place within the railroad right-of-way. Schedule adjustments will be required when construction activities will directly impact the mainline track, such as when the new turnouts are being placed for the passing sections and new sidings, or when there is a potential safety risk, such as during the construction of a highway bridge superstructure over the tracks. Some of these activities may require up to eight hours of continuous track closure.

3.3.1.3 ADDITIONAL IMPACTS TO VEHICULAR OPERATIONS

Grade Crossings

No-Build Alternative: Under the No-Build Alternative, those grade crossing improvements included in the 2004 ROD are included.

All of the grade crossings from Dwight to St. Louis in the project area were evaluated as part of the EIS process. Closure of nonessential grade crossings will enhance the safety of railroad passengers and highway users. Specific recommendations for each crossing are provided in Appendix B of the FEIS.

Preferred Alternative: The project includes $85 million for grade crossing and road closure improvements. Specific locations will be identified and evaluated in the Tier 2 documents.

Station Access

No Build Alternative: Under the No-Build Alternative, no major changes to station access will occur.

Preferred Alternative: If HSR service is implemented, the existing Amtrak stations will be used. All current Amtrak stations in the corridor have excellent access, except the St. Louis station which is located on the edge of downtown between an elevated freeway and the existing railroad tracks. The new multi-modal transportation terminal planned by the City of St. Louis will substantially improve access to this station.

In Chicago, where public transportation is more important for station access, Union Station is well served by Metra commuter trains, Chicago Transit Authority (CTA) elevated rapid transit lines, and CTA buses. Taxi service is also readily available.

The rail stations in other communities are all located in or near the heart of the town that they serve and are easily accessible to the local patrons. Drop-off and pick-up by friends and relatives is a very common mode of access.

Since much of the increase in rail ridership is projected to come by the way of diversion from air travel (see Section 4.1), the availability of car rental and taxi pick-up/drop-off service will be more important in the future in smaller towns and cities.

3.3.1.4 Intermodal Connections

The proposed Chicago - St. Louis Amtrak service will provide opportunities for many intermodal connections along its route. Specific intermodal connection opportunities at each passenger station location are discussed below.

Chicago, Illinois – Union Station

Chicago's Union Station offers many opportunities for transfers to other modes of public transportation. It is the major hub for existing Amtrak service in Chicago, and will continue to be the Chicago station associated with most of the proposed Midwest Regional Rail System routes and initiatives.

Six Metra commuter rail lines also terminate at Chicago's Union Station, providing convenient cross-platform access to Metra's commuter rail system on the following lines:

- Metra / Milwaukee District – North Line
- Metra / Milwaukee District – West Line
- Metra / North Central Service
- Metra / Burlington Northern Santa Fe Service
- Metra / Heritage Corridor
- Metra / SouthWest Service

Other Metra rail lines terminate at other nearby Chicago stations, providing access to all parts of Chicago and its six surrounding counties.

Union Station is directly served by the CTA buses, including routes 1, 7, 28, 38, 60, 121, 124, 125, 126, 130, 151 and 157. The CTA's heavy rail Blue Line has a station stop two blocks south of Union Station, and access to other CTA heavy rail lines is just three blocks east of Union Station. Additionally, CTA provides convenient connections to Chicago's O'Hare and Midway Airports.

Greyhound Lines bus provides service from its Chicago Terminal to all parts of the United States from its main Chicago Terminal located several blocks from Union Station at 630 W. Harrison Street.

Summit, Illinois

The Summit Station site at Archer Ave and South Center Avenue in Summit, Illinois offers intermodal opportunities for connection to existing transportation services.

Amtrak Lincoln Service and Texas Eagle Service currently serves the Summit Station, the site of proposed high-speed Chicago-St. Louis passenger rail service. Parking is available at the existing Amtrak station.

Metra's Heritage Corridor also provides service to the Summit Station. The Preferred Alternative for the proposed high-speed Chicago – St. Louis passenger rail service would operate along the same alignment as Metra's Heritage Corridor which also provides service to downtown Chicago, Joliet, and other intermediate stations. Parking is also available at the Summit Station for Metra Heritage Corridor service.

Pace Bus routes 307 and 330 currently serve the Summit Amtrak Station area within several blocks.

Joliet, Illinois

The Joliet Station site offers intermodal opportunities for connection to existing transportation services.

Amtrak Lincoln Service and Texas Eagle Service currently serves Joliet Union Station, the site of proposed high-speed Chicago-St. Louis passenger rail service. Parking is available at the existing Amtrak station.

The southwestern terminus for both Metra's Heritage Corridor Line and Rock Island Line is in downtown Joliet. The Preferred Alternative for the proposed high-speed Chicago – St. Louis passenger rail service would operate on the same alignment as Metra's Heritage Corridor which also provides service to downtown Chicago and other intermediate stations. The Rock Island service also serves downtown Chicago though different intermediate stations along a more easterly route.

Pace Bus Service provides extensive service to the Joliet area, including Pace route 834 to the Lockport Metra Station on the Heritage Corridor. Pace routes 501, 504, 505, 507, 508, 509, 511, 832, and 834 currently serve the Joliet Amtrak Station. Parking is also available at both the Lockport and Joliet Metra Stations.

Dwight, Illinois

Currently, no regularly scheduled transit bus service operates in Dwight, Illinois. Amtrak Lincoln Service and Texas Eagle Service currently serves the Dwight Station, the site of proposed high-speed Chicago-St. Louis passenger rail service. Parking is available at the existing Amtrak station.

Pontiac, Illinois

Amtrak Lincoln Service and Texas Eagle Service currently serves the Pontiac Station, the site of proposed high-speed Chicago-St. Louis passenger rail service. Parking is available at the existing Amtrak station.

Currently, no regularly scheduled transit bus service operates in Pontiac, Illinois.

It is approximately 33 miles from the Pontiac Amtrak Station to the Central Illinois Regional Airport at Bloomington-Normal. Bee Express provides local taxicab service.

Bloomington-Normal, Illinois

Amtrak Lincoln Service and Texas Eagle Service currently serve the Bloomington Station, the site of proposed high-speed Chicago-St. Louis passenger rail service. Parking is available at the existing Amtrak station.

Bloomington-Normal Public Transit Service (BNPTS) routes A, B, D, E, G, H, and I all serve the Bloomington-Normal Amtrak Station within one to two blocks. Several of these routes also connect with other BNPTS routes, providing connectivity to other parts of Bloomington-Normal.

It is approximately 5 miles from the Bloomington-Normal Amtrak Station to the Central Illinois Regional Airport at Bloomington-Normal.

Greyhound Lines has a limited service bus stop at the Bloomington Amtrak Station and also has a terminal in Bloomington at 527 Brock Drive, approximately 4 miles from the Bloomington-Normal Amtrak Station.

Lincoln, Illinois

Amtrak Lincoln Service and Texas Eagle Service currently serve the Pontiac Station, the site of proposed high-speed Chicago-St. Louis passenger rail service. Parking is available at the existing Amtrak station.

Currently, no regularly scheduled transit bus service operates in Lincoln, Illinois.

It is approximately 29 miles from the Lincoln Amtrak Station to the Abraham Lincoln Capital Airport. Lincoln Land taxi provides taxicab service.

Springfield, Illinois – 3rd Street Station

Amtrak Lincoln Service and Texas Eagle Service currently serves the Springfield Station, the site of proposed high-speed Chicago-St. Louis passenger rail service. Parking is available at the existing Amtrak station.

The Springfield Mass Transit District (SMTD) currently provides transit bus service to the Springfield Amtrak station site via the #4, #5, and #7S routes. The #1, #2, #7W, #3, #6, #8, #9, and #12 routes are also nearby and could possibly be diverted to serve the Amtrak Station.

It is approximately 4 miles from the Springfield Amtrak Station to the Abraham Lincoln Capital Airport.

Greyhound Lines has a bus terminal in Springfield at 2351 South Dirksen Parkway, approximately four miles from the Springfield Amtrak Station.

Carlinville, Illinois

Amtrak Lincoln Service and Texas Eagle Service currently serve the Carlinville Station, the site of proposed high-speed Chicago-St. Louis passenger rail service. Parking is available at the existing Amtrak station.

Currently, no regularly scheduled transit bus service operates in Carlinville, Illinois.

Alton, Illinois

Amtrak Lincoln Service and Texas Eagle Service currently serve the Alton Station, the site of proposed high-speed Chicago-St. Louis passenger rail service. Parking is available at the existing Amtrak station.

The St. Louis Metro system provides mass transit bus service for Alton. Bus route #11 serves the Alton Amtrak Station. Route #11 provides connecting service to routes in Alton which also serve East St. Louis and St. Louis. This station would operate as a skip-stop station in conjunction with the East St. Louis Station.

East St. Louis, Illinois

The St. Louis Metro system provides mass transit bus service for East St. Louis. Bus routes that could serve the proposed East St. Louis Amtrak Station include #1, #1X, #2, #2X, and #4. Additionally, the Metrolink light rail 5th and Missouri Station is located within walking distance of the proposed East St. Louis Station. Metrolink provides connecting service to St. Louis, Scott Air Force Base and other destinations. Numerous other bus routes are within close walking distance serving all parts of the city. Additionally, the Metrolink light rail serves the Civic Center MetroBus Center. Parking and taxicab service would also be available.

The St. Louis MidAmerica Airport and Scott Air Force Base are located approximately 25 miles southeast of the proposed East St. Louis Amtrak Station site. This station would operate as a skip-stop station in conjunction with the Alton Station.

St. Louis, Missouri

Amtrak Lincoln Service, Missouri River Runner Service, and Texas Eagle Service currently serve the St. Louis Station, the site of proposed high-speed Chicago-St. Louis passenger rail service. Parking is available at the existing Amtrak station.

The St. Louis Metro system provides mass transit bus service for St. Louis. Bus routes serving the Civic Center MetroBus Center, adjacent to the St. Louis Amtrak Station, include #11, #13, #32, #57, #73, #94, #99, and #97. Numerous other bus routes are within close walking distance serving all parts of the city. Metrolink provides connecting service to East St. Louis, Scott Air Force Base and other destinations. Additionally, the Metrolink light rail serves the Civic Center MetroBus Center. Parking and taxicab service is also available.

The Lambert St. Louis International Airport is located approximately 17 miles northwest of the St. Louis Amtrak Station site.

Greyhound Lines also has a major bus terminal at the St. Louis Amtrak Station.

3.3.1.5 Parking

No-Build Alternative: No changes to parking at the Amtrak stations are proposed under the No-Build Alternative.

Preferred Alternative: In the FEIS, parking demand was estimated for the year 2010 at each of the proposed HSR stations, assuming eight round trips per day. At that service level, the estimated demand ranges from 45 to 245 spaces. With three round trips per day, the estimated demand ranges from 20 to 115 spaces. Existing parking facilities are adequate to meet the demand associated with eight round trips per day service.

3.3.1.6 Safety

In the FEIS, accidents were estimated for all grade crossings in the HSR corridor. The purpose of that analysis was to determine the potential effectiveness of the grade crossing treatments proposed as part of the HSR Alternative. The results indicated that, relative to the No-Build Alternative, implementation of HSR service would reduce the predicted number of accidents occurring at the existing grade crossings because the overall accident exposure would be reduced. Since circulation of the Draft EIS, the grade crossing treatment recommendations had changed, and the FEIS included four quadrant gates at all public vehicular crossings where train speeds will exceed 90 mph (127 kph). There is no currently accepted method to predict accidents at grade crossings where four quadrant gates are provided. However, since 10 vehicular grade crossings will be closed and 174 will be provided with some form of enhanced warning devices as part of the Preferred Alternative,

it is projected that fewer accidents will occur than if these improvements were not made, even though trains will operate at higher speeds south of Dwight.

3.3.1.7 Construction Related Impacts on Vehicular Traffic

No-Build Alternative: Under the No-Build Alternative, construction will be limited to regular maintenance activities. Therefore, impacts to vehicular traffic will be minimal.

Preferred Alternative: Under the Preferred Alternative, vehicular traffic will be temporarily impacted to varying degrees at locations where grade crossings will be modified or improved. The grade crossing improvements will, at a minimum, require traffic to slow down as it passes through the construction zone while new warning devices and other improvements are installed. In some cases, temporary diversion of traffic to adjacent crossings might be required.

This would reduce the amount of adverse travel but add to the total project cost. These impacts to vehicular traffic could affect emergency services, schools, businesses, local festivals, and other activities requiring vehicular access. However, all of the construction related impacts on vehicular traffic will be temporary and are considered minor.

3.3.1.8 Impacts to Operations on Navigable Waters

Under the Preferred Alternative, HSR trains would cross two drawbridges, both over Navigable Waters, in the City of Chicago. The first bridge crosses the South Branch Chicago River at approximately mile post (MP) 1.90. The second crosses the South Fork of South Branch Chicago River at approximately MP 3.60. Information on vessel traffic and the number of times these bridges are raised is not readily available. For the bridge at MP 1.90, it is likely that the peak traffic seasons are in the spring and fall when recreational boats pass through this area. During these times, the bridge is typically raised two times during the week and two times per day on weekends for a duration of approximately 10 minutes. It is unlikely that the bridge at MP 3.60 is ever raised because in its lowered position it is at approximately the same height as the adjacent and parallel CTA Orange Line bridge which is not movable. HSR trains would be required to yield to vessel traffic. However, since the number of times these bridges are raised is limited, this impact is expected to be minor.

Conclusions

The Preferred Alternative would require some coordination with freight rail operators within the corridor. A number of logistical issues would need to be addressed, particularly in the urban areas of Chicago, Springfield and St. Louis. Funding has been included in the project application for freight mitigation measures in Springfield. Those issues are well-defined and there has been coordination between government officials on the state and local levels and freight operators.

The No Build Alternative would not directly impact freight rail operations, however the possible mutual benefits of the capacity improvements required by the Build Alternative would not be realized.

The No Build Alternative would not directly impact existing passenger (Amtrak) and commuter rail (METRA) operations, however, the possible future mutual benefits of the capacity improvements required by the Build Alternative would not be realized.

No Build Alternative would result in some impact the interstate corridors in the HSR corridor. Over time, vehicular congestion would increase on the roads and highways between Chicago and St. Louis.

3.3.2 Socioeconomics

This section is based on and provides updated data from the Chicago - St. Louis High-Speed Rail Project: Draft EIS, June 2002. As such, the high-speed rail corridor is the same as the corridor for the Preferred Alternative (also the project corridor).

3.3.2.1 Existing Conditions

Community Services and Facilities

Schools, medical centers, fire and police stations and agricultural facilities serve the daily needs of residents along the corridor for the Preferred Alternative. The corridor provides access to and from educational, medical and agricultural facilities and plays a critical role in providing these services, and in serving the health, safety and general welfare of those who use them. The district boundaries for schools and emergency services extend beyond the limits of municipalities to cover vast agricultural areas. Within the communities, public service districts typically overlap the railroad.

In the small rural communities, students either walk to the local school or take a bus. Students residing on individual farmsteads outside the populated areas are bused. In order to efficiently transport students, especially those within unincorporated rural areas, school bus routes are generally the shortest and most direct ones from the service area to the facility site. Bus routes are redrawn each academic year to reflect changes in the distribution of the student population. In the regional centers, institutions of higher education operate buses between campus facilities and to surrounding residential areas, providing students and faculty with frequent, convenient and affordable transportation.

Most incorporated villages and cities along the corridor are served by municipal police and fire departments. Unincorporated communities and rural areas are served by the county sheriff's departments and fire districts. In times of emergency, fire district teams from adjacent jurisdictions share equipment and personnel. Private ambulance companies also operate in communities along the corridor. Health care facilities are generally located in the regional centers and serve broad agricultural areas.

Emergency routes for fire, police and ambulance services provide direct access to medical facilities. Similar to school bus routes, emergency routes typically incorporate section line roads in rural areas.

Concentrations of agricultural facilities within the rural communities support the agricultural economy along the rail corridor. Grain elevators and seed and fertilizer suppliers, which serve a broad agricultural hinterland, are typically located adjacent to the railroad with sidings. These facilities require vehicular access from the surrounding agricultural areas to remain economically competitive and operational, especially during peak seasons.

3.3.2.2 Demographics

Population and Population Distribution

Table 3-16 lists the 2000 and the estimated 2008 population of the counties within the HSR project corridor, the percentage change in population between 2000 and 2008, and the estimated 2008 population density within each county. Table 3-17 provides a population breakdown for each county and community, listing the 2000 and 2008 population of communities located along the corridor.

Table 3-16. County Populations and Households

County	Land Area (Sq. Mi.)	Total Population (2000)	Total Population (2008 Estimated)	Percent Change 2000-2008	Population Density per Sq. Mi	Total Households (2000)
State of Illinois	55,593	12,419,293	12,901,563	3.9%	232	4,591,779
Cook	946	5,376,741	5,294,664	-1.5%	5597	1,974,181
Will	664	502,226	681,097	35.6%	1026	167,542
Grundy	837	37,535	47,958	27.8%	57	14,293
Livingston	1044	39,678	37,681	-5.0%	36	14,374
McLean	618	150,433	165,298	9.9%	267	56,746
Logan	1184	31,183	29,788	-4.5%	25	11,113
Sangamon	725	188,951	194,925	3.2%	269	78,722
Macoupin	868	49,019	48,138	-1.8%	55	19,253
Jersey	420	21,668	22,622	4.4%	54	8,096
Madison	864	258,941	268,078	3.5%	310	101,953
St. Clair	369	256,082	262,291	2.4%	711	96,810
St. Louis City	62	348,189	354,361	1.8%	5716	147,076

Source: U.S. Census Bureau, 2008 Population Estimates, Census 2000.

Table 3-17. County and Community Populations

County/Community	Total Population (2000)	Total Population (2008) Estimated	Percent Change (2000-2008)
State of Illinois	**12,419,293**	**12,901,563**	**3.9%**
Cook	**5,376,741**	**5,294,664**	**-1.5%**
Chicago	2,896,016	2,853,114	-1.5%
Forest View	778	718	-7.7%
Summit	10,637	10,223	-3.9%
Willow Springs	5,027	5,898	17.3%
Lemont	13,098	16,176	23.5%
Will	**502,226**	**681,097**	**35.6%**
Romeoville	21,153	38,028	79.8%
Lockport	15,191	24,810	63.3%
Joliet	106,221	146,125	37.6%
Elwood	1,620	2,341	44.5%
Wilmington	5,134	6,122	19.2%
Braidwood	5,023	6,664	32.7%
Godley	594	703	18.4%
Monee	2,924	4,993	70.8%
Peotone	3,385	4,294	26.9%
Grundy	37,535	47,958	27.8%
Braceville	792	832	5.1%
Gardner	1,406	1,489	5.9%
Livingston	**39,678**	**37,681**	**-5.0%**
Dwight	4,363	4,267	-2.2%
Odell	1,014	992	-2.2%
Cayuga	Unincorporated Place		
Pontiac	11,864	11,258	-5.1%
Ocoya	Unincorporated Place		
McLean	**150,433**	**165,298**	**9.9%**
Chenoa	1,845	1,832	-0.7%
Lexington	1,912	1,899	-0.7%
Towanda	493	487	-1.2%
Bloomington	64,808	73,026	12.7%
Normal	45,386	52,056	14.7%
Shirley	Unincorporated Place		
Funks Grove	Unincorporated Place		
McLean	808	791	-2.1%
Logan	**31,183**	**29,788**	**-4.5%**
Atlanta	1,649	1,633	-1.0%
Lawndale	Unincorporated Place		
Lincoln	15,369	14,541	-5.4%
Broadwell	Unincorporated Place		
Elkhart	443	423	-4.5%

Table 3-17. County and Community Populations (continued)

County/Community	Total Population (2000)	Total Population (2008) Estimated	Percent Change (2000-2008)
Sangamon	**188,951**	**194,925**	**3.2%**
Williamsville	1,439	1,388	-3.5%
Sherman	2,871	3,827	33.3%
Springfield	111,454	117,352	5.3%
Chatham	8,583	10,676	24.4%
Auburn	4,317	4,362	1.0%
Thayer	750	688	-8.3%
Macoupin	**49,019**	**48,138**	**-1.8%**
Virden	3,488	3,364	-3.6%
Girard	2,245	2,166	-3.5%
Nilwood	284	274	-3.5%
Carlinville	5,685	5,962	4.9%
Macoupin Station	Unincorporated Place		
Plainview	Unincorporated Place		
Shipman	655	634	-3.2%
Miles Station	Unincorporated Place		
Brighton	2,196	2,376	8.2%
Jersey	**21,668**	**22,622**	**4.4%**
Madison	**258,941**	**268,078**	**3.5%**
Godfrey	16,286	17,524	7.6%
Alton	30,496	29,393	-3.6%
East Alton	6,830	6,563	-3.9%
Wood River	11,296	10,973	-2.9%
Hartford	1,545	1,477	-4.4%
Granite City	31,301	30,703	-1.9%
St. Clair	**256,082**	**262,291**	**2.4%**
East St. Louis	**31,542**	**28,773**	**-8.8%**
St. Louis City	**348,189**	**354,361**	**1.8%**

Source: U.S. Census Bureau, 2008 Population Estimates, Census 2000. Unincorporated place population is part of larger census geography and not identified separately as a Census Designated Place by the U.S. Census Bureau.

Population concentrations are found in the Chicago and St. Louis metropolitan areas. Much of the major population growth along the HSR rail corridor has occurred in the southeast portion of the Chicago metropolitan area in Will and Grundy counties. As of 2000, the population was 502,266 in Will County. In 2008, the estimated population was 681,097, making it one of the fastest growing counties in Illinois and the United States. Grundy County experienced an overall 27.8 percent change in growth during the same period. The population increases in Will and Grundy counties is evident of the movement outward from Chicago and the inner ring of suburbs to developing fringe areas. Will County, once a predominantly agricultural area, is becoming increasingly urbanized, with an estimated 2008 population density of 5,590 persons per square mile.

Corridor counties with regional centers in the rural areas, including McLean and Sangamon counties, have relatively higher populations than rural counties that have smaller communities. However, countywide population densities within counties with regional centers are still relatively low, averaging 267 persons per square mile.

Three rural counties, Livingston, Logan and Macoupin, have experienced a decrease in population over the 8-year period (2000-2008), ranging from 5.0 to 1.8 percent, while the population of Jersey County has increased at 4.4 percent over the same period. Population densities in these rural counties range from 25 to 57 persons per square mile.

Racial Composition

The racial composition of the corridor is predominantly white, as illustrated in Table 3-18. However, minority populations are concentrated within the Chicago Metropolitan (Cook and Will counties) and St. Louis Metropolitan areas (Madison County, St. Clair County and St. Louis City). McLean and Sangamon counties, with their diversified regional centers, also have relatively higher minority populations than the predominantly rural counties that have smaller communities.

Table 3-18. Population by Race Hispanic Origin (2000)

County	White	Black	Am. Indian Eskimo or Aleutian	Asian or Pacific Islander	Other	Hispanic or Latino (of any race)
State of Illinois	8,424,140	1,856,152	18,232	423,032	13,479	1,530,262
Cook	2,558,709	1,390,448	6,754	259,386	7,291	1,071,740
Will	388,523	51,980	672	11,141	536	43,768
Grundy	35,502	67	81	114	3	1,552
Livingston	36,145	2,032	60	123	11	1,056
McLean	132,224	9,189	224	3,115	145	3,833
Logan	28,247	2,037	48	169	3	503
Sangamon	163,967	18,134	353	2,108	258	2,000
Macoupin	47,828	396	100	100	19	305
Jersey	21,148	113	38	61	6	162
Madison	231,313	18,825	626	1,565	237	3,925
St. Clair	171,151	73,282	577	2,362	265	5,604
St. Louis City	149,329	177,446	862	6,903	647	7,022

Source: U.S. Census Bureau, 2008 Population Estimates, Census 2000.

3.3.2.3 Economics

The proposed high-speed rail project corridor between Chicago and St. Louis passes through two major metropolitan areas and three regional cities, whose population, labor force and employment vary dramatically. Cook, Will and Grundy counties are located within the Chicago metropolitan area and have a diversified economic base. Regional cities include Bloomington, Normal and Springfield located in McLean and Sangamon counties,

respectively. Springfield, the Illinois State capital, serves as a regional commercial and industrial hub and is a national and international tourism destination.

Situated at the confluence of the Mississippi, Missouri, and Illinois rivers, the St. Louis metropolitan area includes 16 counties, eight each in Illinois and Missouri. The City of St. Louis is the most densely populated and industrialized county in the St. Louis metropolitan area. Prior to terminating in downtown St. Louis, the HSR rail corridor traverses portions of Jersey, Macoupin, and Madison and St. Clair counties. These counties range from urban to a range of suburban counties and more rural, agricultural counties.

Table 3-19 lists the approximate length of the HSR corridor through incorporated and unincorporated areas.

3.3.2.4 Employment

Employment in the 11 counties along the rail corridor equaled 55 percent of total Illinois non-farm employment (including government workers) in 2008, with 45 percent of the employment in the corridor located in Cook County. Between 2001 and 2008, employment in the corridor outside Cook County grew 3.2 percent compared to a 1.2 percent reduction for the State as a whole. Growth was strongest in Will and Grundy Counties, 30.7 percent and 10.4 percent, respectively. Both of these counties are benefiting from a shift in development patterns within the northeast Illinois region. These areas are attractive for development because they are closer to downtown Chicago than other undeveloped areas north and west of the city.

Illinois employment fell 1.2 percent from 2001 to 2008. The City of St. Louis and six of the counties in the HSR along the corridor reported declines in their employment levels during the same period. Cook and Sangamon counties, along with the City of St. Louis, had the largest employment loss within a metropolitan area, declining 5.2, 11.7, and 5.5 percent, respectively. Rural areas, including Livingston, McLean, Logan and Macoupin ranged in losses of 600 to 1,700 jobs. Counties located on the fringe of the Chicago and Saint Louis metropolitan areas were the only counties along the HSR corridor to retain jobs.

Detailed employment trends for each county, by industry, are shown in Table 3-20. In the northern section of the corridor, Cook County has the most diversified employment base; however, it competes with surrounding counties that have lower taxes and newer infrastructure and facilities. The county has not, therefore, been able to benefit from the current economic expansion in the region. Will and Grundy Counties are older agricultural and industrial areas that are expanding their manufacturing employment while continuing to diversify and increase the share of employment in services and other sectors. Grundy county is expected to be drawn into the orbit of economic activity radiating out from Chicago, but it is still beyond the focus of activity in Will County and experienced only a 10.4 percent increase in employment between 2001 and 2008. Firms in the transportation,

Table 3-19. Length of Rail Corridor within Communities

County	City	Distance (mi) of track within County / Community
Chicago Area	Union Station to Joliet, inclusive	40.98
Will	Braidwood	3.5
	Elwood	2.4
	Godley	0.7
	Wilmington	1.6
	Unincorporated Area	*10.6*
Grundy	Braceville	1.4
	Gardner	1.1
	Godley	0.7
	Unincorporated Area	*9.0*
Livingston	Dwight	1.9
	Odell	1.2
	Pontiac	1.5
	Unincorporated Area	*24.9*
McLean	Bloomington	2.0
	Chenoa	1.0
	Lexington	1.7
	McLean	0.8
	Normal	2.9
	Towanda	1.1
	Unincorporated Area	*33.1*
Logan	Atlanta	1.3
	Broadwell	0.5
	Elkhart	0.9
	Lincoln	2.7
	Unincorporated Area	*21.8*
Sangamon	Auburn	1.6
	Chatham	1.5
	Sherman	2.4
	Southern View	0.5
	Springfield	7.5
	Thayer	0.5
	Williamsville	0.8
	Unincorporated Area	*19.5*
Macoupin	Brighton	1.1
	Carlinville	1.7
	Girard	0.8
	Nilwood	1.0
	Shipman	1.3
	Virden	1.2
	Unincorporated Area	*33.8*
Jersey	Brighton	0.3
	Unincorporated Area	*2.5*
Metro-East	Godfrey to Mississippi River, inclusive	31.0
MISSOURI	St. Louis	1.4
Total Track Length		**281.1**

Source: PB, Unincorporated Area designates portion of the alignment is not within an incorporated community.

Table 3-20. Employment by Industry (2001-2008) Covered Employment 2001

Industry by Sector	Cook	Will	Grundy	Livingston	McLean	Logan	Sangamon	Macoupin	Jersey	Madison	St. Clair	St. Louis City	Illinois
Total Private Sector and Government Employment	**2,615,961**	**148,852**	**14,611**	**15,818**	**87,343**	**10,606**	**145,696**	**12,153**	**4,680**	**95,646**	**92,769**	**247,173**	**5,866,588**
Private Sector (NAICS Code)	**2,293,088**	**124,818**	**12,269**	**12,320**	**74,994**	**7,867**	**78,327**	**9,285**	**3,585**	**81,013**	**76,132**	**220,061**	**5,033,504**
GOODS-PRODUCING	**403,511**	**34,206**	**2,746**	**3,948**	**10,422**	**2,072**	**9,100**	**2,343**	**416**	**25,169**	**11,336**	**42,169**	**1,082,077**
Natural Resources and Mining (11,21)	1,583	831	71	174	268	366	435	554	47	495	410	562	24,039
Construction (23)	97,779	15,134	1,094	525	3,274	169	4,818	780	253	5,908	4,204	12,305	276,190
Manufacturing (31,32,33)	304,149	18,241	1,581	3,249	6,880	1,537	3,847	1,009	116	18,766	6,722	29,302	781,848
SERVICE-PROVIDING	**1,889,577**	**90,612**	**9,523**	**8,372**	**64,572**	**5,795**	**69,227**	**6,942**	**3,169**	**55,844**	**64,796**	**199,419**	**3,951,427**
Trade, Transportation, and Utilities (22,42,44,45,48,49)	514,948	34,811	4,543	2,558	13,745	2,158	17,546	2,856	1,168	19,350	20,026	43,410	1,228,678
Information (51)	74,506	2,496	196	1,656	0	74	3,213	164	31	1,017	1,090	5,040	151,110
Financial Activities (52, 53)	220,764	4,884	547	553	12,443	367	7,418	563	191	3,869	3,465	13,837	400,007
Professional and Business Services (54,55,56)	427,677	13,297	1,323	433	0	194	9,543	420	163	5,133	9,324	50,476	785,470
Educational and Health Services (61,62)	343,644	15,241	1,314	1,725	9,448	1,455	16,456	1,644	887	12,551	15,233	49,937	700,189
Leisure and Hospitality (71,72)	208,065	14,641	1,257	1,025	8,263	965	10,046	904	590	10,414	11,131	28,386	479,114
Federal, State & Local Government	**322,873**	**24,034**	**2,342**	**3,498**	**12,349**	**2,739**	**67,369**	**2,868**	**1,095**	**14,633**	**16,637**	**40,725**	**833,084**

Source: Illinois Department of Employment Security (IDES), Missouri Economic Research and Information Center (MERIC). 9/14/09

Table 3-20. Employment by Industry (2001-2008) (continued)
Covered Employment 2008

Industry by Sector	Cook	Will	Grundy	Livingston	McLean	Logan	Sangamon	Macoupin	Jersey	Madison	St. Clair	St. Louis City	Illinois
Total Private Sector and Government Employment	**2,479,851**	**194,527**	**16,128**	**15,153**	**85,947**	**8,900**	**128,690**	**10,740**	**4,820**	**95,796**	**96,650**	**233,687**	**5,793,707**
Private Sector (NAICS Code)	**2,169,152**	**161,335**	**13,217**	**12,030**	**73,385**	**7,014**	**76,991**	**8,163**	**3,720**	**80,370**	**77,928**	**211,533**	**4,959,314**
GOODS-PRODUCING	**303,696**	**33,470**	**2,662**	**3,577**	**8,377**	**1,496**	**8,004**	**1,556**	**364**	**19,335**	**9,772**	**33,266**	**901,144**
Natural Resources and Mining (11,21)	1,094	636	63	188	364	142	617	84	49	427	426	244	24,379
Construction (23)	82,856	12,646	1,062	601	2,618	202	3,968	699	201	5,904	4,099	9,143	239,395
Manufacturing (31,32,33)	219,746	20,188	1,537	2,788	5,395	1,152	3,419	773	114	13,004	5,247	23,879	637,370
SERVICE-PROVIDING	**1,865,456**	**127,865**	**10,555**	**8,453**	**65,008**	**5,518**	**68,987**	**6,607**	**3,356**	**61,035**	**68,156**	**200,423**	**4,058,170**
Trade, Transportation, and Utilities (22,42,44,45,48,49)	467,778	50,592	5,233	3,119	13,701	2,004	17,046	2,578	1,176	20,955	22,472	36,663	1,197,761
Information (51)	56,050	3,169	163	1,193	936	39	2,425	108	48	898	1,502	5,205	112,744
Financial Activities (52, 53)	203,768	7,035	578	623	11,931	386	7,245	463	130	4,580	3,835	10,295	379,857
Professional and Business Services (54,55,56)	423,597	17,122	555	318	16,751	257	10,190	517	186	7,167	9,691	46,224	840,224
Educational and Health Services (61,62)	386,161	22,973	1,884	1,863	9,617	1,577	17,648	1,698	933	13,268	15,856	56,867	804,924
Leisure and Hospitality (71,72)	227,119	19,556	1,687	965	9,461	845	9,350	945	715	10,578	10,476	29,067	512,497
Federal, State & Local Government	**310,699**	**33,192**	**2,911**	**3,123**	**12,562**	**1,886**	**51,699**	**2,577**	**1,100**	**15,426**	**18,722**	**34,200**	**834,393**
Change 2001-2008	-136,110	45,675	1,517	-665	-1,396	-1,706	-17,006	-1,413	140	150	3,881	-13,486	-72,881
Percent Change 2001-2008	-5.2%	30.7%	10.4%	-4.2%	-1.6%	-16.1%	-11.7%	-11.6%	3.0%	0.2%	4.2%	-5.5%	-1.2%

Source: Illinois Department of Employment Security (IDES), Missouri Economic Research and Information Center (MERIC) 9/14/09

communication, and public utilities sectors provide a strong economic base for Grundy County.

In the central portion of the corridor, Livingston County has the highest percentage of employment in manufacturing at 18.4 percent in 2008, compared to a statewide average of about 11.0 percent. Its retail trade employment is below average, primarily because the population in the northern section of the county tends to patronize retailers in Will and Kankakee counties. In contrast, Mclean County has only 6.3 percent of its employment in the manufacturing sector. The economic base for this county is its finance and insurance sector. The headquarters for State Farm Insurance are located in Bloomington which is also the location of Illinois State University. Service-providing providing employment accounts for 75.6 percent of the total jobs in McLean County.

In Sangamon County, manufacturing employment accounts for only 2.7 percent of total employment. Like McLean County, Sangamon shows strength in the insurance category; two insurance companies have headquarters in Springfield. Springfield is also the state capital, and where state government provides the base employment for the county. Sandwiched between the two insurance/government/educational service counties is Logan County, which has a small but diverse workforce that complements its basic agricultural economy.

The southern section of the corridor contains four counties. Macoupin and Jersey are heavily rural and agricultural, while Madison and St. Clair are more urban and industrial. Only 114 persons, less than 2.4 percent of the non-farm workforce, were employed in manufacturing in Jersey County in 2008. Macoupin had about 7.2 percent of its workers in manufacturing. It also had a high percentage, 6.5 percent (compared to 4.1 percent statewide), in construction. Approximately 13.6 percent of non-farm employment in Madison County is in manufacturing, while the economic base of St. Clair County is in the services sector, which accounts for 70.5 percent of the county's employment.

Employment change in the corridor is shown in Table 3-21. Outside of Cook County and St. Louis City, the service sectors of the economy within the project corridor showed a 12.3 percent increase between 2001 and 2008. Will County had the highest increase in the service sector at 41.1 percent. The state wide average for service sector employment is 2.7 percent.

3.3.2.5 Income and Wages

Table 3-22 shows 1999 and American Community Survey (ACS) 2005-2007 median household incomes for the corridor counties. Generally, the northern counties have the highest incomes in each category. Will County has the highest per median income at $73,159. In Cook, Will, Grundy and McLean counties, median income is lower than the statewide median.

Table 3-21. Employment Change by Sector (2001 to 2008)

Industry by Sector	Percent Change (11 Counties)	Percent Change (without Cook County)	Percent Change City of St. Louis	Percent Change City of Illinois
Total Private Sector and Government Employment	**-3.3%**	**4.6%**	**-5.5%**	**-1.2%**
Private Sector (NAICS Code)	**-3.3%**	**7.0%**	**-3.9%**	**-1.5%**
GOODS-PRODUCING	**-22.4%**	**-12.9%**	**-21.1%**	**-16.7%**
Natural Resources and Mining (11,21)	-21.9%	-17.9%	-56.6%	1.4%
Construction (23)	-14.2%	-11.5%	-25.7%	-13.3%
Manufacturing (31,32,33)	-25.3%	-13.4%	-18.5%	-18.5%
SERVICE-PROVIDING	**1.0%**	**12.3%**	**0.5%**	**2.7%**
Trade, Transportation, and Utilities (22,42,44,45,48,49)	-4.3%	16.9%	-15.5%	-2.5%
Information (51)	-21.2%	5.5%	3.3%	-25.4%
Financial Activities (52, 53)	-5.7%	7.3%	-25.6%	-5.0%
Professional and Business Services (54,55,56)	4.0%	57.6%	-8.4%	7.0%
Educational and Health Services (61,62)	12.8%	15.0%	13.9%	15.0%
Leisure and Hospitality (71,72)	9.1%	9.0%	2.4%	7.0%
Federal, State & Local Government	**-3.5%**	**-3.0%**	**-16.0%**	**0.2%**

Source: Illinois Department of Employment Security (IDES); Missouri Economic Research and Information Center (MERIC) 9/14/09

Table 3-22. Median Incomes in High-Speed Rail Corridor Counties

County	Median Household Income (1999)	Median Income 2005-2007 ACS	Percent Change in Median Income (1999 - ACS 2005-2007)
Cook	$45,922	52,358	14.0%
Will	$62,238	73,159	17.5%
Grundy	$51,719	64,249	24.2%
Livingston	$41,342	49,213	19.0%
McLean	$47,021	54,252	15.4%
Logan	$39,389	48,164	22.3%
Sangamon	$42,957	48,803	13.6%
Macoupin	$36,190	44,791	23.8%
Jersey	$42,065	52,029	23.7%
Madison	$41,541	50,356	21.2%
St. Clair	$39,148	46,462	18.7%
St. Louis	$27,156	33,221	22.3%
Illinois	$46,590	53,745	15.4%

Source: U.S. Census Bureau, American Community Survey (2005-2007) and Census 2000

3.3.3 Environmental Justice and Title VI

Title VI of the Civil Rights Act of 1964 addresses discrimination issues associated with federally funded projects. No groups or individuals have been or will be excluded from participation in public involvement activities, denied the benefit of the project or subjected to discrimination in any way on the basis of race, color, age, sex, national origin, disability or religion.

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations (EO 1994), directs federal agencies to "promote nondiscrimination in federal programs substantially affecting human health and the environment, and provide minority and low-income communities access to public information on, and an opportunity for public participation in matters relating to human health or the environment." The EO directs agencies to use existing laws to ensure that when they act:

- They do not discriminate on the basis of race, color, or national origin;
- They identify and address disproportionately high and adverse human health or environmental effects of their actions on minority and low-income communities; and
- They provide opportunities for community input during the National Environmental Policy Act (NEPA) process, including input on potential effects and mitigation measures.

EO 12898 does not define the terms “minority” or “low-income.” However, guidance provided by the Council on Environmental Quality (CEQ) describes these terms in the context of an environmental justice (EJ) analysis. These definitions are unique to EJ analysis and are the basis for the methodology that follows:

- Minority Individual - A Minority individual is classified by the US Census Bureau as belonging to one of the following groups: American Indian or Alaskan Native, Asian or Pacific Islander, Black (not of Hispanic Origin), and Hispanic.
- Minority Populations - According to the CEQ Guidelines, minority populations should be identified where either (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.
- Low-income Population - Low-income populations are identified where individuals have incomes below the US Department of Health and Human Services poverty guidelines. A low-income population is either a group of low-income individuals living in proximity to one another or a set of individuals who share common conditions of environmental exposure or effect.

Detailed information regarding minority and low-income populations in the rail corridor was compiled from Bureau of Census 2000 and American Community Survey 2005-2007 data. Data from the 2005-2007 ACS three-year estimates are available for geographic areas with a population of 20,000 or more.

Table 3-23 provides the percentage of the population in each community along the rail corridor comprised of minority and low-income persons. Within the project area municipalities outside of Cook County and St. Louis metropolitan area, minority populations make up between 0.2 and 28.9 percent of the population in 2000. East St. Louis, Illinois and St. Louis, Missouri have the highest percentage of minority population at 98.5 and 54.8 percent, respectively.

In comparison, minority populations make up 41.7 percent of the population in Cook County and 24.9 percent in the state of Illinois (see Table 3-23). In 2005-2007 minority populations increased within all counties within the project area. Romeoville in Will County showed the highest increase of minority population between the Census 2000 and ACS 2005-2007 from 13.4 to 30.7 percent. During this period, Romeoville experienced nearly an 80 percent increase in population from 21,153 to 38,028 as shown in Table 3-17.

Within the project area municipalities outside of Cook County and St. Louis metropolitan area, between 1.1 and 14.0 percent of the population have an income below the poverty level. In Cook County and the state of Illinois, approximately 15.5 and 19.3 percent of persons live below the poverty level. Nineteen communities and St. Clair County within project area were equal to or exceeded the statewide poverty level percentage of 10.7 and 12.1 percent for Census 2000 and ACS 2005-2007. East St. Louis, Illinois and St. Louis, Missouri showed the highest percentage of persons in poverty at 35.1 and 24.6 percent, respectively.

Conclusions

The rail corridor and stations are situated within areas where the percentages of people living below the poverty levels and percentage of minorities comprising the population would not exceed the county-wide levels based upon a review Census 2000 block group data. The project does not result in any residential and/or business displacements along the entire route for utilization of an existing track, implementation of a proposed second track or for improvements to existing stations. Furthermore, the land uses within the immediate vicinity of the rail corridor are in many cases, railroad-related, commercial or industrial. Given that the a proposed second track utilizes the existing UP rail corridor and stations sites are used for existing Amtrak service, there are no perceived adverse impacts on minority or low impact populations.

Improved train service would also benefit affected communities. The placement of improved stations in the communities could be perceived as an overall benefit to the affected communities and the low-income and minority population residing within these

Table 3-23. Minority Population and Poverty Level

County/Community	Percent of Minority Persons (2000)	Percent of Minority Persons (ACS 2005-2007)	Percent of People Below Poverty Level (2000)	Percent of People Below Poverty Level (ACS 2005-2007)[4]
State of Illinois	**24.9%**	**28.9%**	**10.7%**	**12.1%**
Cook	**41.7%**	**48.0%**	**13.5%**	**14.9%**
Chicago	55.7%	72.4%	19.6%	21.0%
Forest View	5.1%	NA	5.2%	NA
Summit	33.8%	NA	16.2%	NA
Willow Springs	4.0%	NA	6.2%	NA
Lemont	2.0%	NA	3.6%	NA
Will	**16.8%**	**22.9%**	**4.9%**	**5.7%**
Romeoville	13.4%	30.7%	1.9%	7.7%
Lockport	3.1%	5.7%	3.5%	5.9%
Joliet	28.9%	32.3%	10.8%	10.0%
Elwood	1.5%	NA	4.6%	NA
Wilmington	2.0%	NA	5.2%	NA
Braidwood	1.6%	NA	5.5%	NA
Godley	3.2%	NA	14.2%	NA
Monee	4.8%	NA	3.4%	NA
Peotone	1.1%	NA	0.8%	NA
Grundy	**2.1%**	**4.8%**	**4.8%**	**4.5%**
Braceville	0.3%	NA	4.3%	NA
Gardner	1.2%	NA	6.8%	NA
Livingston	**6.9%**	**8.2%**	**8.8%**	**9.7%**
Dwight	2.4%	NA	10.8%	NA
Odell	1.2%	NA	8.9%	NA
Cayuga	Unincorporated Place			
Pontiac	13.6%	NA	11.7%	NA
Ocoya	Unincorporated Place			
McLean	**9.6%**	**13.1%**	**9.7%**	**12.8%**
Chenoa	1.7%	NA	5.7%	NA
Lexington	0.3%	NA	4.4%	NA
Towanda	0.8%	NA	5.3%	NA
Bloomington	13.5%	19.3%	7.8%	11.1%
Normal	11.2%	12.6%	19.3%	21.8%
Shirley	Unincorporated Place			
Funks Grove	Unincorporated Place			
McLean	1.5%	NA	0.7%	NA
Logan	**7.8%**	**10.2%**	**8.1%**	**9.9%**
Atlanta	0.2%	NA	4.4%	NA
Lawndale	Unincorporated Place			
Lincoln	4.5%	NA	10.7%	NA
Broadwell	Unincorporated Place			
Elkhart	0.7%	NA	4.2%	NA

[4] The American Community Survey (ACS) is a nationwide survey conducted by the US Census Bureau. The ACS collects information such as age, race, income, commute time to work, home value, veteran status, and other important data on an annual basis.

Table 3-23. Minority Population and Poverty Level (continued)

County/Community	Percent of Minority Persons (2000)	Percent of Minority Persons (ACS 2005-2007)	Percent of People Below Poverty Level (2000)	Percent of People Below Poverty Level (ACS 2005-2007)
Sangamon	**11.5%**	**14.1%**	**9.3%**	**NA**
Williamsville	1.7%	NA	3.1%	NA
Sherman	1.8%	NA	3.0%	NA
Springfield	17.7%	22.1%	11.7%	15.0%
Chatham	2.0%	NA	4.7%	NA
Auburn	1.1%	NA	5.5%	NA
Thayer	0.7%	NA	5.1%	NA
Macoupin	**1.4%**	**2.4%**	**9.4%**	**10.6%**
Virden	0.9%	NA	10.7%	NA
Girard	0.4%	NA	13.2%	NA
Nilwood	0.0%	NA	16.7%	NA
Carlinville	2.3%	NA	12.5%	NA
Macoupin Station	Unincorporated Place			
Plainview	Unincorporated Place			
Shipman	1.7%	NA	14.6%	NA
Miles Station	Unincorporated Place			
Brighton	0.7%	NA	6.5%	NA
Jersey	**1.2%**	**3.1%**	**7.1%**	**6.9%**
Madison	**8.8%**	**11.0%**	**9.8%**	**11.2%**
Godfrey	5.3%	NA	5.9%	NA
Alton	26.2%	30.9%	18.7%	20.2%
East Alton	1.8%	NA	13.3%	NA
Wood River	1.8%	NA	14.8%	NA
Hartford	1.0%	NA	13.0%	NA
Granite City	3.9%	7.9%	11.3%	12.3%
St. Clair	**31.0%**	**32.7%**	**14.5%**	**13.6%**
East St. Louis	98.5%	NA	35.1%	37.0%
St. Louis City	**54.8%**	**54.1%**	**24.6%**	**24.7%**

Source: U.S. Census Bureau, 2008 Population Estimates, Census 2000. Unincorporated place population is part of larger census geography and not identified separately as a Census Designated Place by the U.S. Census Bureau.

communities. The primary benefit is improved regional access to major metropolitan areas and provision of an alternative form of transportation to highway or air travel.

The No Build Alternative would not have disproportionate adverse impacts on minority or low impact populations. However, the No Build Alternative would not allow the opportunity provide increased public transportation choices that may be of value to low-income residents who may not be able to afford reliable personal transportation.

3.3.4 Public Health and Safety

At least two aspects of public health and safety would be affected by this project. The first is the potential benefit of improved access from rural or small communities to metropolitan areas (Chicago, St. Louis) that offer concentrations of medical services not available in the smaller areas. This consideration is addressed in the larger discussion of improved access overall.

The second aspect is the impact of the rail service on the provision of emergency health and safety services in the communities. Specifically, this assessment would look at the impact on fire, policy and medical response time due to the train passing through and temporarily affecting cross-community access at at-grade road – rail crossings.

3.3.4.1 Existing Conditions

The corridor consists of upgrading the existing passenger rail service over approximately 280 miles of existing rail lines between Chicago and St. Louis. The route crosses numerous two- to four-lane state and local roads. These crossings have various forms of control, from actively protected grade crossing gates and flashing light signals to passively lights- and bells-only crossing signals. The IDOT and the rail companies are working to upgrade and or grade-separate these crossings as funds become available.

3.3.4.2 Public Health Considerations

Standard minimum warning time for a highway/rail grade crossing is 20 seconds per American Railway Engineering and Maintenace-of-Way Association (AREMA) 2009 recommended practices (section 3.1.20 H1). Actual warning time requirements must be determined per individual site requirements. At all locations gates must be in a horizontal position a minimum of 5 seconds prior to a train entering the roadway surface.

This issue becomes more critical in communities with stations, as the train would slow as it approaches the station. The slower speed would increase the length of time that the road would be blocked.

Table 3-24 summarizes the railroad crossing by community and the existing status of the crossing (i.e., if it is currently grade-separated or if it is at-grade and therefore is a potential barrier).

Conclusions

All measures would be taken during the engineering design phases to meet or exceed all rail operation safety standards in this area as well as the remainder of the corridor. By diverting traffic from the interstate system and local roads, the Preferred Alternative is anticipated to help reduce the rate of congestion growth and improve safety on the roads and highway. Additional grade separations and railroad crossing upgrades would further minimize the potential for collisions.

Table 3-24. Rail Road Crossings by Community

County	City	At-Grade Crossings
Chicago Area	Union Station to Joliet, inclusive	19
Will	Braidwood	3
	Elwood	2
	Godley	1
	Wilmington	4
	Unincorporated Area	7
Grundy	Braceville	2
	Gardner	6
	Godley	0
	Unincorporated Area	5
Livingston	Dwight	6
	Odell	4
	Pontiac	7
	Unincorporated Area	17
McLean	Bloomington	3
	Chenoa	3
	Lexington	4
	McLean	2
	Normal	7
	Towanda	3
	Unincorporated Area	10
Logan	Atlanta	3
	Broadwell	1
	Elkhart	1
	Lincoln	5
	Unincorporated Area	9
Sangamon	Auburn	4
	Chatham	2
	Sherman	2
	Southern View	0
	Springfield	24
	Thayer	1
	Williamsville	3
	Unincorporated Area	6
Macoupin	Brighton	1
	Carlinville	3
	Girard	2
	Nilwood	1
	Shipman	0
	Virden	2
	Unincorporated Area	19

Table 3-24. Rail Road Crossings by Community (continued)

County	City	At-Grade Crossings
Jersey	Brighton	0
	Unincorporated Area	2
Madison	Alton	1
	East Alton	0
	Godfrey	4
	Granite City	5
	Hartford	5
	Madison	1
	Venice	1
	Wood River	1
	Unincorporated Area	1
St Clair	Brooklyn	0
	East St. Louis	0
	Unincorporated Area	0
MISSOURI	St. Louis	0

Source: PB, Unincorporated Area designates portion of the alignment is not within an incorporated community.

3.3.5 Hazardous Materials

Potential hazardous material affected sites in the project area were identified along the corridor. Environmental Data Resources (EDR) performed an electronic search of local, state and federal environmental databases along the corridor and provided an associated report of their findings. The databases and search distances were in accordance with U.S. EPA's All Appropriate Inquiries (AAI) regulations and ASTM 1527-05. Numerous sites were identified along the corridor and an electronic copy of EDR's report is included in the attached compact disc. Using the information in the EDR report, the sites within critical databases that were proximate to the corridor were identified.

Sites selected for evaluation primarily focused on those included in the databases listed in Table 3-25.

Although EDR's report identifies all the sites within the distances required by the All Appropriate Inquiries and ASTM standards, the evaluation was narrowed for some databases so that it focused on facilities within reduced distances that better reflect the common extent of contaminant movement associated with the likely contaminants. NPL sites were identified within 1 mile of the corridor; CERCLIS sites were identified within 0.5 miles; and all other databases that were evaluated were identified within 500 feet of the corridor. The approximate distance between the facility and the closest point of the corridor were calculated using geographic information (latitude and longitude). Table 3-25 shows the number of facilities identified within each database within the prescribed distance from the corridor.

Table 3-25. Sites Selected for Hazardous Materials Evaluation by Database

Database	# of Sites
Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)	29
US EPA's National Priority List (NPL)	5
Leaking Underground Storage Tank sites (LUST)	192
Drycleaner sites (DRYCLEANER)	2
Solid Waste Facilities/Landfill Sites (SWF/LF) (IL NIPC)	10
Institutional Control sites, state and U.S. (INST CONTROL)	17
Manufactured gas plant sites (MGP)	13
Engineering Control sites, state and U.S. (ENG CONTROLS)	19
Superfund Consent Decrees (CONSENT)	0
Illinois Site Remediation Program (SRP) and Missouri Voluntary Cleanup Program (VCP) sites	50
State Hazardous Waste Sites (SHWS)	9
Illinois and Missouri Category List (CAT)	6
Section 7 Tracking Systems; pesticide production sites (SSTS)	1
Records of Decision sites (ROD)	5
RCRA Treatment, Storage, and Disposal Facilities (TSDF)	5
Brownfields, state and U.S. (BROWNFIELD)	6
Illinois and Missouri Spills (SPILLS)	8
Corrective Action Report (CORRACTS)	14
Formerly Used Defense Sites (FUDS)	0

The table in Appendix B summarizes the facility name, location, and environmental databases that were evaluated for those facilities in proximity to the corridor. Each facility has an EDR map identification number and focus map number that is referenced to the attached EDR report. The table also identifies the approximate calculated distance to the corridor.

Field work consisted of a 'windshield survey' of locations within the project area that could be observed from public roadways and areas. No private drives or property were accessed, and no prior arrangements were made for access to private properties. The entire route was observed, focusing on facilities identified in the EDR report within 500 feet on either side of the corridor centerline. Some sections of the corridor where it was not readily accessible from public highways and streets were not viewed.

Five NPL sites were found within 1 mile of the corridor. The "US Army Joliet Army Ammo Plt Uniroyal" NPL is an approximate 36-square-mile area through which the corridor travels near Joliet, Illinois. Much of the site was used during World War II, the Korean War, and the Vietnam War for the production of ammunition. The site has been deactivated, and much of the land has been transferred to other entities, including the U.S. Department of Agriculture's Medewin National Tallgrass Prairie. The "Mig/Dewane Landfill" NPL is immediately south of the corridor on the east side of Belvidere, Illinois. Contamination at

the Metalico-Granite City facility was created by the recycling and burying of lead-acid batteries. Preliminary information gathered indicates that lead-contaminated soil was buried under a large berm alongside the plant. The EDR report identified 38 CERCLIS facilities within 0.5 miles of the corridor. Including the NPL and CERCLIS sites, 305 known or potentially-contaminated facilities were identified in the databases that were evaluated within 500 feet of the corridor.

Potential Effects

The survey of the corridor between Chicago Union Station and St. Louis Union Station demonstrates that most of the corridor is in rural areas generally with a low potential for contamination. Even in rural areas, however, contaminated sites are found where the corridor passes through small towns and adjacent to isolated manufacturing or farm chemical facilities.

As shown by the list of sites compiled by EDR, the risk that a section of the corridor is contaminated is greater in urban than rural areas. In Chicago and the adjacent communities, and cities such as Joliet, Normal/Bloomington, Lincoln, and Springfield, the sources of contamination include somewhat scattered manufacturing plants, service stations, fuel storage depots, waste management facilities, chemical manufacturing plants, railroad maintenance yards, and multiple other facilities within, adjacent to, and near the right-of-way. Although 281 nearby facilities were identified in databases researched by EDR as known or potential sites with contamination, additional unidentified contaminated sites likely exist.

Several sections of the corridor passed through areas with multiple chemical refining, manufacturing and storage facilities where the railroad has been a key artery for transport of supplies and product. Many of these facilities are identified as known or potential contaminated sites in the EDR databases. The survey showed that the communities along the corridor where the railway passes the greatest concentration of chemical plants and storage facilities were Lemont, Joliet, Wood River, Alton, Hartford, Granite City, and East St. Louis. Along these sections of the corridor, the risk that contamination will be encountered during construction of the high-speed railroad increases.

IDOT guidelines for highway construction require identification of the locations of nearby contaminated sites in the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) compiled by the U.S. Environmental Protection Agency (EPA). The more comprehensive review of other environmental databases shows that in addition to the most highly contaminated sites on the CERLIS list, other locations with known and potential contamination exist within, adjacent, and near the corridor.

Section 22-6.03 of IDOT's "Bureau of Design & Environment Manual – 2002 Edition" states that "[p]rior to acquiring a property interest in a potential hazardous waste or hazardous substance site (whether included on the CERCLIS list or otherwise made known to the

district office), the district office should consider the possible risks and liability that may be involved." Although much of the construction of the high-speed railway will primarily be done within existing railroad rights-of-way, some sections will require new properties to be acquired for station construction and other improvements. The inventory of contaminated sites helps guide the selection of suitable new station locations and sections of the corridor where additional land may need to be acquired.

The environmental conditions of soil and groundwater below the existing right-of-way, and on properties adjacent to the corridor will affect the safety precautions required to protect construction workers during construction, and maintenance workers after construction. During the construction process, much of the railroad bed will need to be widened to accommodate additional track. For this process, top soil and soil with poor structural stability will need to be removed, and new track ballast will need to be installed. In locations where new stations will be constructed or remodeled, soil will be removed or disturbed during the installation of foundation footings, grading of parking lots, and trenching of utilities. The process of soil excavation, removal, and grading could expose construction workers to contamination caused by releases on adjacent properties. Furthermore, excess or undesirable contaminated soil could also be unknowingly transported and disposed as fill in unsuitable locations, which could spread the impact of the contaminants.

3.3.6 Cultural Resources

This section provides an evaluation of Historic Architectural and Archeological resources within the rail corridor previously assessed for the Chicago – St. Louis High-Speed Rail Project (FEIS January 2003). Also provided is an assessment of potential impacts from implementing the Second Mainline Track (Preferred Alternative) within that corridor. This discussion provides a summary of previously identified historic architectural and archeological resources that lie within the currently defined project Area of Potential Effect (APE). Inventory information for these properties was derived from the state on-line databases for the following counties: Cook, Will, Livingston, Mclean, Logan, Sangamon, Macoupin, Madison, and St. Clair counties in Illinois and St. Louis County, Missouri.

3.3.6.1 Existing Conditions

Regulatory Environment

Section 106 of the National Historic Preservation Act

Section 106 of the National Historic Preservation Act of 1966 (as amended) requires federal agencies to consider the impacts of their project undertakings on historic architectural and archeological resources that are either listed in or have been determined eligible for listing in the National Register of Historic Places (NRHP) (36 CFR. 800). If projects are federally permitted, licensed, funded, or partially funded, the project must comply with Section 106. Under Section 106, federal agencies are required to provide the public with information about a proposed project and its effect on historic properties and to seek public comment

and input, except where confidentiality is considered necessary (as specified in 36 CFR Parts 800.2 and 800.3).

Complying with Section 106 requires that historic properties be identified in the project's area of impact or the APE and that the proposed project's effects upon historic properties be evaluated. Efforts should be made by the agency to avoid, minimize, or mitigate potential adverse effects to historic properties. Procedures for carrying out the requirements of Section 106 are outlined in 36 CFR 800. The Section 106 process must be fully documented to indicate that all provisions have been met, including: identifying, contacting, and coordinating with relevant agencies and interested parties (termed consulting parties); identifying and evaluating historic properties within the APE, including NRHP-listed properties and properties 50 years of age or older that are eligible for listing in the NRHP; and evaluating the project's potential effects on historic properties.

The APE is the geographic area within which an under-taking may directly or indirectly alter the character or use of historic properties. The APE is commonly developed in consultation with the State Historic Preservation Office (SHPO) for the state(s) where the project is located. A reasonable and good faith effort must be made to identify all historic properties within the APE for a federal undertaking.

For the purposes of Section 106, historic properties are defined as those properties listed in or determined eligible for listing in the NRHP. Generally, such properties must be at least 50 years of age or older. Properties are listed or determined eligible for listing in the NRHP through application of the Criteria for Evaluation found in 36 CFR 60. These criteria indicate that the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

a. Are associated with events that have made a significant contribution to the broad patterns of our history; or

b. Are associated with the lives of persons significant in our past; or

c. Embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d. Have yielded, or may be likely to yield, information important in prehistory or history. Thus, properties are listed in the NRHP or determined eligible for listing if they are shown to be significant under one or more criteria and if they also retain relevant aspects of integrity related to that criterion.

Criteria considerations found in 36 CFR 60 also allow properties that would normally not be considered eligible to be listed. The property types that the considerations address include cemeteries, churches, properties that have been moved, and properties that have attained significance within the past 50 years.

Environmental Evaluation

Identification of historic properties is conducted through background research and field review by architectural historians and archeologists that meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 22716, September 1983). All properties of 50 years of age or older identified within the APE are documented. Only properties identified as listed in the NRHP or determined eligible for listing in the NRHP are further evaluated for project effects.

To determine if any historic properties would be affected by an undertaking or project, architectural historians and archeologists review documentation for all identified historic (NRHP-listed or eligible) properties, review project plans, and make field visits to each historic property. Additional photographs of relevant views may be taken, and notes addressing each aspect of integrity for each property and potential project impacts may be made.

Each historic property that is found to be within the APE is further evaluated within its context and setting, with regard to its identified historic significance and level of retention of historic integrity, as well as in relation to changes to the property or within its vicinity that a project would or may cause. During field visits, project plans and typical sections would be used to evaluate effects. Effects assessments are based on the Criteria of Adverse Effect as defined in 36 CFR 800.5 "Assessment of adverse effects." According to this portion of the Section 106 regulations, the criteria of adverse effect are defined as follows:

> *An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.*

Examples of adverse effects are identified in this part and include, but are not limited to physical destruction of or damage to all or part of the property; alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access that is not consistent with the *Secretary's Standards for the Treatment of Historic Properties* (36 CFR 68) and applicable guidelines; removal of the property from its historic location; change of the character of the property's use or of physical features within the property's setting that contribute to its historic

significance; introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features; neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; or transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

- For each historic property, a finding is made regarding the undertaking's potential to affect a property's aspects of integrity. The finding would correspond to the guidelines set forth in 36 CFR 800 and supported by information on integrity in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*. If no aspect of integrity for an individual historic property is altered, the finding may indicate that the historic property is not affected by the undertaking.
- If the undertaking would alter one or more aspects of integrity for an individual historic property but the effect would not alter a characteristic that qualifies that property for inclusion in the NRHP, then the finding for the property would be "No Adverse Effect." If the undertaking would alter a characteristic that qualifies a property for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity, then the finding for the property would be "Adverse Effect." Although often difficult to identify and quantify with precision, indirect and cumulative effects to historic properties are also considered. Such effects may include reasonably foreseeable land use changes.

The assessment of effects evaluation is also documented. Each historic property is treated individually, with relevant discussion regarding the application of the Criteria of Adverse Effect. This discussion may generally describe project impacts and their effect on a property's historic characteristics or features and/or discuss effects to each specific aspect of integrity. Relevant mapping and photographs are typically included.

If any historic properties are determined to be adversely affected by an undertaking, the agency is required to contact the Advisory Council for Historic Preservation (ACHP) and continue consultation with the consulting parties, including the SHPO, to resolve the adverse effect. Depending on the circumstances, the ACHP may join the consultation. Resolution of adverse effects may include alternatives to avoid the identified adverse effect, plans to minimize the undertaking's harm, or appropriate mitigation of the adverse effect.

As required, a Memorandum of Agreement (MOA) is executed and implemented to evidence the agency's compliance with Section 106. Signatories include, at a minimum, the agency official and the SHPO, but may also include other relevant parties as invited by the agency official. In addition, consulting parties may be invited to concur with the MOA. If adverse effects are not resolved, or agreement on the MOA cannot be reached, additional coordination with the ACHP is required.

The Section 106 process requires that groups with a demonstrated interest in the undertaking or historic properties in the project area be included as consulting parties during the planning and development of the project. Section 106 public involvement is often undertaken at the same time and in conjunction with similar efforts required under the National Environmental Policy Act (NEPA). At a minimum, consulting parties include the SHPO. During the current phase of the project, the Illinois DOT received letters from the National Trust for Historic Preservation (June 30, 2009) and the Gaylord Building Historic Site (September 16, 2009) expressing concerns about the potential effects of the proposed High Speed Rail alignment on the Lockport Historic District (listed on the NRHP). The IDOT will be contacting both groups to acknowledge the comments received, and will invite both groups to participate in the Section 106 consultation process. Copies of these letters can be found in Chapter 4.

This HSR project requires multi-state coordination as described in the Section 106 regulations. The SHPO for Illinois (Illinois Historic Preservation Agency [IHPA]), and Missouri (Missouri Department of Natural Resources [MDHR]) would be a consulting party for the Preferred Alternative. In addition, representatives of local governments, public agencies, Native American Tribes, preservation-related groups, the ACHP, and/or members of the public with a proven interest may be granted consulting party status. Consulting parties would be provided an initial opportunity to comment on the cultural resources identification and evaluation process at public meetings to be held in October, 2009. Public meetings would provide an opportunity for citizens to learn about the project and discuss any cultural resources concerns. Information of the Section 106 Process and the historic properties in the vicinity of the proposed corridor would be available at each public meeting. In addition, project personnel would be available to answer questions and record public comments related to historic resources and potential project effects.

Section 106 also requires formal consultation with federally recognized Native American tribal groups that may consider portions of the project APE to have cultural or historical significance. Although Illinois and Missouri do not have resident federally recognized tribes, there is a series of non-resident tribal groups who have formally declared that that they consider specific portions of Illinois to have cultural or historic significance to their group.

Area of Potential Effects for the Chicago –- St. Louis Corridor

In the early stages of project planning, an Area of Potential Effects (APE) for the IHSR was defined as the existing railroad right-of-way (Draft Environmental Impact Statement; Chicago-St. Louis High-Speed Rail Project, 2003). As the Preferred Alternative addressed herein represents an upgrade to an existing rail corridor, the anticipated impacts would be limited to the vicinity of the existing rail line. The exception to this APE would be any lands that would be acquired for new or existing alignments. In these areas, the APE would be widened to take into account additional development and land acquisitions outside the existing railroad right-of-way. During the current data collection, resources within 0.25 mile

of the station locations were taken into consideration, although only those resources close enough to be potentially impacted by station development/ redevelopment (including parking, vehicle access and station-oriented development) are discussed in detail. As this corridor would use existing Amtrak passenger stations no new land acquisition for rail stations is anticipated. A summary of prior cultural resources survey efforts is included in Appendix B.

Historic Architectural Resources

This report contains an inventory of known and previously documented historic architectural resources for the Chicago-to-St. Louis Corridor, shown on Figure 3-1. This preliminary cultural resources inventory includes information and existing documentation (county and city surveys, NRHP nominations, and local landmark designations) gathered from online databases created by the Illinois SHPO and Missouri SHPO, the National Park Service (NRHP, National Historic Landmarks, Historic American Buildings Survey, and Historic American Engineering Record), and local government agencies (e.g. historic preservation commissions). It should be noted that these existing SHPO databases may not contain a comprehensive record of all previously identified historic properties, as the databases were compiled using the results of prior surveys (which may have been conducted several years ago) and may not have been recently updated.

The current study represents a preliminary inventory of previously identified resources and does not include a formal survey effort to identify and evaluate additional potential historic properties. As a result, the current study does not fulfill all the requirements of Section 106 of the National Historic Preservation Act (NHPA) or the relevant state regulations: Illinois State Agency Historic Preservation Act (20 ILCS 3420) and State Historic Preservation Act (Sections 253.408 to 253.412). Additional studies to locate and evaluate historic properties would be conducted as the project planning process continues. Table 3-26 shows previously evaluated resources within the APE as it is currently defined. This includes the rail line itself, as well as the areas that encompass station locations. The resources include railroad bridges or historic districts that span the railroad right-of-way. At this time, the railroad corridor itself has not been evaluated for National Register eligibility.

Railroad Corridor

The Chicago-to-St. Louis railroad corridor was originally laid out in the 1850s through the 1870s and has been actively used for rail transportation for some 120 to 150 years. By the 1890s, it had been "double-tracked" (parallel tracks). This rail corridor has played a significant role in the economic development (agriculture, commerce, industry) of the Midwest and the railroad towns located along the corridor between Chicago, Illinois, and St. Louis, Missouri, and passenger and freight service continue along the corridor to this day. In recent years, however, portions of the corridor were converted to single-track, with removal one of the tracks. The Preferred Alternative would reconstruct double-track along the entire route and would continue to use existing Amtrak passenger stations. There is

Figure 3-1. Project Location and Rail Corridor

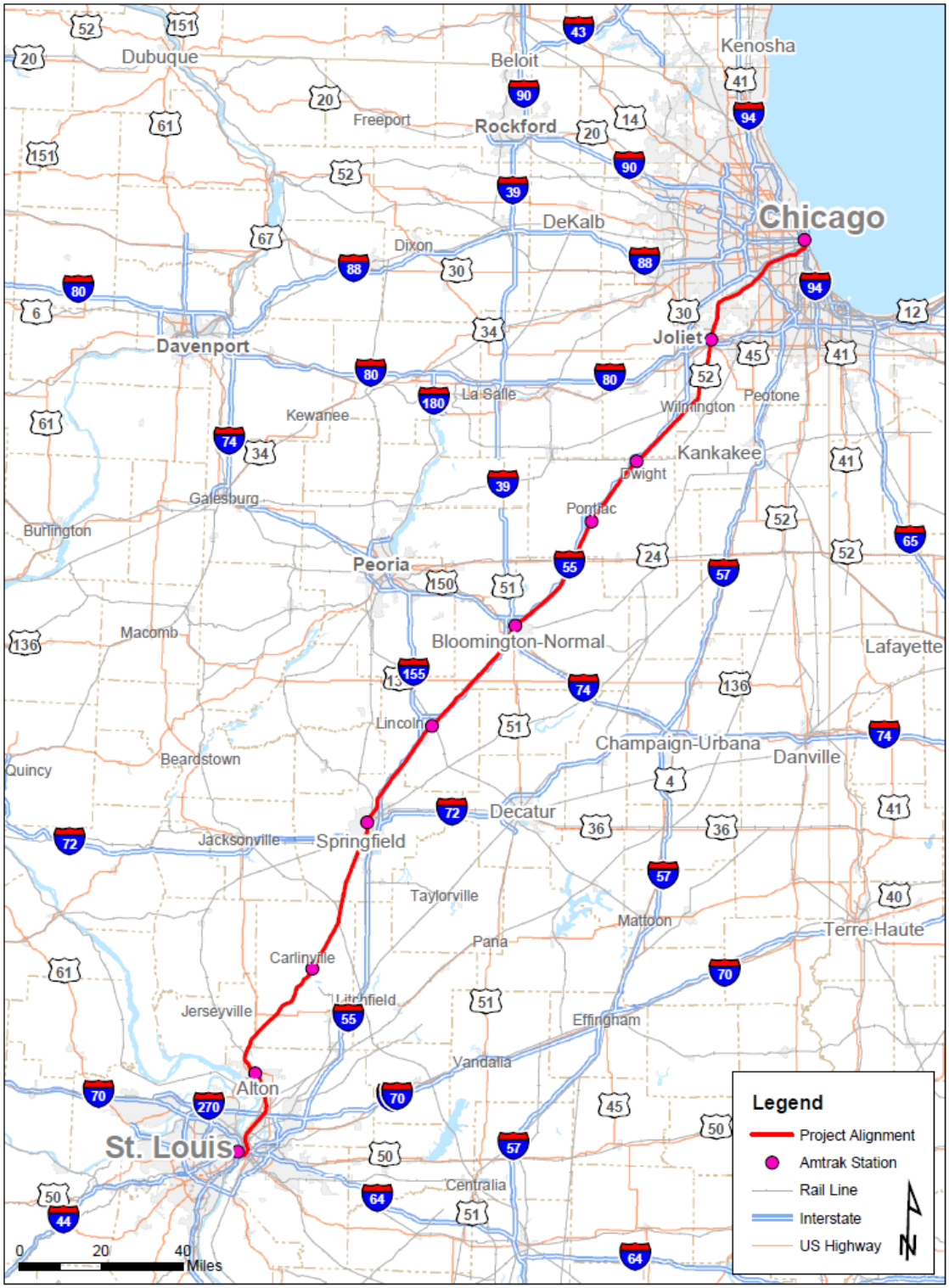


Table 3-26. Previously Evaluated Resources within the APE

County	Town	Name	Built	Survey#	NR/NHL Status
Cook	Chicago	Chicago Union Station 210 South Canal Street Designed by Daniel Burnham and Graham, Anderson, Probst & White	1913-1925	N/A	No prior Determination of Eligibility LL
Cook	Lemont vicinity	RR Bridge over Calumut Sag Channel, west SR-83	ca. 1900	N/A	No prior Determination of Eligibility
Cook	Lemont	Chicago & Alton RR Depot 101 Main Street	1853	157579	No prior Determination of Eligibility
Will	Lockport	Lockport Historic District – ROW bisects HD – boundary increase 1980, includes Gaylord Bldg, Norton Bldg, and several commercial, museum, and residential buildings that flank the ROW	1836-1896 69 buildings on 31.6 acres	200646	NR-Listed
Will	Lockport	Gaylord Building 200 W 8th Street, 3-story stone bldg built as part of I&M Canal, RR ROW flanks building	1836-1853	124790	NR-Listed
Will	Lockport	Norton Building/Lockport Iron Works – 10th & Commerce, 3 story stone industrial bldg built as part of I&M Canal,– RR ROW flanks building	1848-1850	304564	NR-Listed
Will	Lockport	GM&O RR Depot SE corner 13th St & Commerce, RR ROW flanks bldg	1870	124792	No prior Determination of Eligibility
Will	Lockport	Illinois & Michigan Canal National Heritage Corridor (NHC, 1984), Locks and Towpath run through Lockport along with public greenway – ROW flanks NHC	1836	N/A	NR-Listed NHL
Will	Lockport	Lockkeeper's House for Lock No.1, I&M Canal, 1513 S State St, SE of canal, ROW bisects area between canal and this resource	1848-1850	304565	No prior Determination of Eligibility
Will	Joliet	Joliet Steel Works – ROW bisects historic district	1869-1932 17 buildings on 16 acres	200824	NR-Listed
Will	Joliet	Amtrak Union Station 50 East Jefferson Street	1912 4.6 acres	200115	NR-Listed
Will	Joliet	East Side Historic District – ROW flanks historic district	1850-1920 275 buildings on 100 acres	200304	NR-Listed
Will	Joliet Elwood Wilmington	Alternate Route 66, Wilmington to Joliet (SR 53) 2 and 4 lane section of US Route 66 within 60' ROW between Joliet and Wilmington, linear resource flanks this RR ROW for nearly 2 miles south of Elwood	1926-1956 7 structures 275 acres on 15.9 miles	223414	NR-Listed

Table 3-26. Previously Evaluated Resources within the APE (continued)

County	Town	Name	Built	Survey#	NR/NHL Status
Will	Elwood	Joliet Army Ammunition Plant (Joliet Arsenal), ROW bisects former military installation; HAER documented in 1983-1985 and determined site was not NR-Eligible at that time	1940-1943 1,391 buildings on 23,544 acres in 1980s	N/A	No prior Determination of Eligibility
Livingston	Dwight	Amtrak Dwight RR Depot & Office – East Street	1891 <1 acre	200351	NR-Listed
Livingston	Odell	Odell RR Station	ca. 1900	122892	No prior Determination of Eligibility
McLean	Lexington	Lexington Park – John Patton Log Cabin, RR ROW flanks park site	1829-1832 1 building on <1 acre	201456	NR-Listed
McLean	Bloomington	Chicago & Alton RR Freight Depot, 802 North Allin Street	1888	200463	NR-Listed
McLean	Bloomington	RR Bridge over Market St.	1889	154192	NR-Eligible
Logan	Atlanta	Atlanta Public Library 100 Race Street – RR ROW flanks site	1907-1908 1 building on <1 acre	200133	NR-Listed
Logan	Atlanta	J.H. Hawes Elevator 2nd St RR ROW flanks site	1903-1941 1 building on <1 acre	200843	NR-Listed
Logan	Lincoln	Lincoln Courthouse Square Historic District – 10 blocks, RR ROW bisects district	1865-1932 89 buildings on 27 acres	201385	NR-Listed
Logan	Lincoln	Amtrak Lincoln RR Depot 101 N Chicago, part of Lincoln Courthouse Square Historic District	1911	115285	NR-Listed
Logan	Lincoln	RR Freight Depot 200 N Sangamon, part of Lincoln Courthouse Square Historic District	1890	115497	NR-Listed
Sangamon	Williamsville	Former Williamsville RR Depot Walnut St (now public library)	ca. 1900	111712	No prior Determination of Eligibility
Sangamon	Springfield	Ridgely Interlocking Tower 1501 Percy, near Sangamon Ave Bridge – within RR ROW	ca. 1910s	163658	No prior Determination of Eligibility
Sangamon	Springfield	Amtrak Springfield RR Depot	1895	N/A	No prior Determination of Eligibility
Sangamon	Springfield	Hickox Apartments at 4th & Cook – flank ROW on east	1919-1929 5 buildings on <1 acre	201281	NR-Listed
Sangamon	Springfield	Dana-Thomas House 301 Lawrence Street ROW flanks site (museum)	1902-1906 2 buildings on <1 acre	200818	NR-Listed NHL
Sangamon	Chatham	Former RR Depot 100 N State Street (museum)	1902	N/A	No prior Determination of Eligibility

Table 3-26. Previously Evaluated Resources within the APE (continued)

County	Town	Name	Built	Survey#	NR/NHL Status
Sangamon	Auburn	RR Lights near Gillmore on east side tracks	1900-1925	531390	No prior Determination of Eligibility
Sangamon	Auburn	RR Depot west side tracks between Adams and Jefferson (may no longer be extant)	1900-1925	111787	No prior Determination of Eligibility
Macoupin	Virden	RR Depot -118 N Masterson	1900-1925	108619	No prior Determination of Eligibility
Macoupin	Girard	RR Depot - 151 E. Center still (may no longer be extant)	1900-1925	108593	No prior Determination of Eligibility
Macoupin	Girard	RR Depot – 160 E. Center still (may no longer be extant)	1900-1925	108935	No prior Determination of Eligibility
Macoupin	Girard to Nilwood	US Route 66 from Girard to Nilwood – NR-Listed US Route 66 crosses this RR at grade just south of Girard and at grade in downtown Nilwood, otherwise the 4-mile linear resource is outside the APE	1919-1931	219065 8 structures on 15.5 acres	NR-Listed
Macoupin	Carlinville	Amtrak Carlinville Depot 120 Alton Road	1900-1925	163788	No
Macoupin	Carlinville	RR Depot – Alton Street south of town	1900-1925	108540	NR-Listed
Madison	Alton	Amtrak Alton Depot – 3400 College Ave	1900-1924	105740	No prior Determination of Eligibility
St. Clair	East St. Louis	MLK Bridge (I-55, I-70, I-64, US 40) over MS River – 4,000' truss vehicular bridge – RR ROW goes beneath east approach span	1950-1951	154976 103518	NR-Listed
St. Clair St. Louis	East St. Louis, IL St. Louis, MO	MacArthur Bridge over Mississippi River – huge 18,261' long truss bridge for RR and vehicles connects East St. Louis, IL to St. Louis, MO – half in Illinois and half in Missouri	1907-1917	163479	No prior Determination of Eligibility

Notes:
NHL National Historic Landmark
NR National Register of Historic Places
LL Locally Listed

existing survey and documentation of a number of railroad-related infrastructure (e.g. bridges, switch stations, depots, etc.). The railroad corridor itself has not previously been evaluated for eligibility for listing in the NRHP, but this evaluation may be required as the project planning process continues.

Archeological Resources

This preliminary inventory of archeological resources includes the technical report completed for the 2003 FEIS, supplemented with information and existing documentation

gathered from an archeological database maintained by the IHPA, MDHR, the National Park Service (NRHP and National Historic Landmarks), and local government agencies (historic preservation commissions).

The current study represents a preliminary inventory of previously identified resources; it does not include a formal survey to identify and evaluate additional potential historic properties. As a result, the current study does not fulfill all the requirements of Section 106 of the NHPA or the relevant state regulations: Illinois State Agency Historic Preservation Act (20 ILCS 3420) and Missouri State Historic Preservation Act (Sections 253.408 to 253.412). Additional studies to locate and evaluate historic properties would be conducted as the project planning process continues.

Prior Archeological Survey

The proposed HSR corridor was the subject of a prior archeological survey (ARI 1998) that examined alternatives of a proposed upgrade to a rail corridor between Chicago, Illinois, and St. Louis, Missouri. The methodology, results and recommendations of the earlier study are summarized below and are followed by supplemental archeological data derived from the IHPA and MDHR archeological database.

A Phase I Archeology Report was prepared for the previous HSR project by Archaeological Research Inc. (ARI) in September of 1998. The study covered 450 rail crossings traversing a total of 283 miles and spanning twelve Illinois counties: Cook, Will, Kankakee, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison and St. Clair. ARI designated an APE of 250 feet from the center point of each crossing to be intensively examined. A 50-foot right-of-way was surveyed along proposed service and frontage roads. An additional 150 to 250 feet were surveyed in areas of proposed grade separation (ARI 1998).

Methodology

Field investigations of the corridor began with a preliminary field view of all crossings scheduled for modification. Investigations focused on a 250-foot radius from the center point of the crossing. Some crossings, where closure was proposed, required construction of a frontage or service road between the closed crossing and the nearest open crossing. Survey was performed at 50 feet on either side of these service or frontage roads. Areas where new right-of-way was acquired for grade separation and station improvements were also surveyed. Where grade separation was proposed, the survey area was extended 350 to 400 feet to examine all areas proposed for the new alignment. These areas were surveyed at 5-to10-meter intervals, and shovel testing was employed at 10-meter intervals.

Several methods were employed to assess the archeological potential of the crossings (ARI 1998). Crossings located in highly developed urban areas and within areas of severe disturbance were subject to a pedestrian survey. The pedestrian survey method was utilized at 5-meter intervals on plowed agricultural fields with a ground surface visibility exceeding 50 percent. Agricultural fields with a ground surface visibility less than 50 percent were

excavated using small sampling pits. These sample pits were excavated using shovel and posthole diggers at a 5- to 10-meter intervals. Ten previously recorded archeological sites (11WI6, 11WI70, 11MI56, 11LO400, 11MP468, 11MS30, 11MS50, 11MS75, 11MS76, and 11MS1472) were located in proximity to the rail crossings and were revisited during the course of this survey (ARI 1998).

Results

Only two crossings (TR234 and Maryville Road) yielded significant results during the Phase I survey. Crossing TR234 (Mile Post 231.00) in Macoupin County, Illinois, is located in proximity to previously recorded site Mp-468. Artifacts recovered during the pedestrian survey of this crossing included pottery, lithics, and two broken projectile points (ARI 1998). The Marysville Road (MP 270.00) crossing in Madison County, Illinois, is located within proximity of sites 11MS30, 11MS50, 11MS75, 11MS76 and 11MS1472. Madison County, because of its location in the American Bottom of the Mississippi River, is considered a high probability area for archeological sites. The remaining 448 crossings have been modified by disturbances due to industrial activity, grading, paving, erosion, outwash, and commercial and residential development (ARI 1998).

Supplemental Archeological Information

In addition to the archeological data collected during the 1998 survey of the rail corridor, the IHPA and MDHR archeological database includes the resources shown in Table 3-27 that have been identified near the station locations along the corridor.

Table 3-27. Previously Recorded Archeological Resources in Vicinity of Station Location

County	Station	Site number	Cultural Affiliation	NRHP Eligible
Grundy	Dwight	No sites/surveys	N/A	N/A
Livingston	Pontiac	11LI163	Historic	Not eligible
McLean	Bloomington-Normal	No sites/surveys	N/A	N/A
Logan	Lincoln	No sites/surveys	N/A	N/A
Sangamon	Springfield	11SG1286	Historic	Phase III completed-Not eligible
Sangamon	Springfield	11SG1301	Historic	Phase III completed-Not eligible
Sangamon	Springfield	11SG1368	Historic	Phase III completed-Not eligible
Macoupin	Carlinville	No sites/surveys	N/A	N/A
Madison	Alton	11MS1333	Historic	No prior Determination of Eligibility

Based on the available data, the only site that is close to a proposed station location is 11MS1333 in Alton, Madison County, Illinois. However, this historic site is largely disturbed by later construction. Based on the proposed rail station development in Alton, additional archeological investigation of the resources may be required.

Tribal Consultation

The 1992 amendments to the NHPA require all federal agencies to consult with Indian Tribes or Native Hawaiian organizations for undertakings that may affect properties of

traditional religious and cultural significance. Section 36 CFR 800.2(c) (2)(ii)(A) states that "the agency official shall ensure that consultation in the Section 106 process provides the Indian Tribe or Native Hawaiian organization a reasonable opportunity to identify its concerns about historic properties, including those of traditional religious and cultural importance, articulate its views on the undertaking's effects on such properties, and participate in the resolution of adverse effects."

The current version of the regulations implementing Section 106 of the NHPA, effective August 5, 2004, reflect this approach and require federal agencies to consult with any tribe that may attach religious and cultural significance to resources affected by an agency action, whether those resources are on or off tribal lands.

Illinois and Missouri do not have resident federally recognized tribes, but there are non-resident tribal groups who have formally declared that that they consider specific portions of Illinois to have cultural or historic significance to their group. Table 3-28 provides a listing of specific tribal groups that have expressed an interest in the various counties along the rail corridor. Available data do not indicate any non-resident groups with an expressed interest in St. Louis County, Missouri. In accordance with Section 36 CFR 800.2, the IDOT would assist the FRA in initiating contact with the listed tribal representative for each of these tribal groups, providing the opportunity for them to: 1) Provide information on concerns they might have on potential project impacts on these areas and 2) Request Section 106 consulting party status. The results of these tribal contacts would be included in later versions of the project NEPA documentation. Tribal groups requesting consulting party status would receive cultural resource assessment reports and related documentation, be invited to attend project meetings with FRA, IDOT, MoDOT, and IHPA, and be asked to provide input throughout the process.

3.3.6.2 Potential Impacts

The preliminary historic resource inventory for the Chicago-St. Louis corridor contains 42 historic architectural resources, 21 of which have been previously listed in or determined eligible for listing in the NRHP. In addition, this inventory contains two National Historic Landmarks and one National Heritage Corridor, administered by the National Park Service. This inventory also features previously documented railroad infrastructure such as bridges and depots located within the railroad right-of-way.

Table 3-28. Chicago - St. Louis: Tribal Groups by County

Tribal Group	Illinois County												
	Contact	Cook	Will	Kankakee	Grundy	Livingston	McLean	Logan	Sangmon	Macoupin	Jersey	Madison	St. Clair
Citizen Potawatomi Nation	**Y**	Y	Y	Y	Y	Y	N	N	N	N	N	N	N
Delaware Nation	N	N	N	N	N	N	N	N	N	N	N	N	N
Forest County Potawatomi Community	**Y**	Y	Y	Y	Y	Y	N	N	N	N	N	N	N
Hannahville Indian Community	**Y**	Y	Y	Y	Y	Y	N	N	N	N	N	N	N
Ho-Chunk Nation of Wisconsin	N	N	N	N	N	N	N	N	N	N	N	N	N
Iowa Tribe of Kansas and Nebraska	N	N	N	N	N	N	N	N	N	N	N	N	N
Iowa Tribe of Oklahoma	N	N	N	N	N	N	N	N	N	N	N	N	N
Kickapoo Tribe of Indians of the Kickapoo Reservation in Kansas	**Y**	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N
Kickapoo Tribe of Oklahoma	**Y**	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N
Kiowa Indian Tribe of Oklahoma	N	N	N	N	N	N	N	N	N	N	N	N	N
Peoria Tribe of Indians of Oklahoma	**Y**	N	N	N	N	N	N	N	N	N	N	Y	N
Prairie Band of Potawatomi Nation, Kansas	**Y**	Y	Y	Y	Y	Y	N	N	N	N	N	N	N
Quapaw Tribe of Indians	**Y**	N	N	N	N	N	N	N	N	N	N	Y	N
Sac & Fox Nation, Oklahoma	N	N	N	N	N	N	N	N	N	N	N	N	N
Sac & Fox Nation of Missouri in Kansas and Nebraska	N	N	N	N	N	N	N	N	N	N	N	N	N
Sac & Fox Tribe of the Mississippi in Iowa	N	N	N	N	N	N	N	N	N	N	N	N	N
Santee Sioux Nation	N	N	N	N	N	N	N	N	N	N	N	N	N
Winnebago Tribe of Nebraska	N	N	N	N	N	N	N	N	N	N	N	N	N

Y = Yes contacted: Yes present in county

The preliminary archeological inventory for the Chicago-St. Louis corridor did not identify existing National Register-listed or National Register-eligible sites within the project APE. However, the 1998 Phase I survey recommended additional Phase II survey work at two at-grade rail crossings located at TR234 (MP 231.00) in Macoupin County, Illinois. The recommendation was made because of the large amount of cultural material recovered during excavations and proximity to another archeological site (11MP468). The high artifact density identified during pedestrian reconnaissance at this crossing suggests a high potential for sub-surface features. The at-grade rail crossing at Maryville Road (MP 270.70) in Madison County, Illinois, is also recommended for Phase II testing. Several prehistoric burial and habitation sites are located near (but not within) the project APE at this location. The presence of these previously identified sites suggests a high potential for deeply buried resources. No further testing was recommended for the remaining 448 rail crossings.

Potential Future Studies

The current assessment represents a summary of data for previously documented historic architectural and archeological resources available from online GIS databases.

Consequently, as the project planning process continues, it would be necessary to supplement this information with additional survey, research, and documentation not included on available online databases. In addition, supplementary and up-to-date historic architectural and archeological survey efforts would be required to assess portions of the current project APE that are not included in prior environmental studies. The scale and methodology of this additional work would be determined during continued consultation with the staffs of the State Historic Preservation Offices in Illinois and Missouri. These future studies would include procedures for the identification of additional consulting parties, who would be invited to participate in the consultation process. This work is necessary in order for the project to comply with Section 106 requirements of the National Historic Preservation Act of 1966, as amended, for federally funded transportation projects.

This future intensive-level field survey of the project APE would identify, document, and evaluate all properties more than 50 years of age. NRHP-listed properties, including individually listed properties and historic districts, would be field reviewed to determine if substantial changes have occurred to the resources that may impact their status. All properties more than 50 years of age and not listed in the NRHP would be documented. Based on research and field review, properties may be documented individually or in groups (e.g., districts). Documentation would include field evaluation and notation, and digital photography.

The project team would document all properties that required field documentation on appropriate forms in accordance with SHPO instructions. Properties would be evaluated for eligibility for listing in the NRHP using established professional criteria and considerations set forth in *How to Apply the National Register Criteria for Evaluation*. Properties that are not listed in but appear to be eligible for the NRHP would be documented on Determination of Eligibility forms. Properties that are more than 50 years of age but are not eligible for the NRHP would be documented on Short Forms for Ineligible Properties. Required mapping, which includes a tax parcel map and USGS quadrangle map for each resource, would also be completed.

With completion of the Identification and NRHP Evaluation, analysis would turn to the evaluation of potential project effects to all identified NRHP-listed and NRHP-eligible properties. Proposed project activity and its potential to directly and/or indirectly affect NRHP-listed or NRHP-eligible properties would be evaluated per the criteria of adverse effect set forth in Section 106 regulations. Potential effects may include, but are not limited to, impacts related to property acquisition, visibility, noise, vibration and property access.

With completion of the evaluation of effects, the project team would complete an architectural history technical report that would document the project methodology and all eligibility and effects determinations. Each property documented and its NRHP status would be listed. NRHP-listed and NRHP-eligible properties would be described. Potential project effects to each NRHP-listed and NRHP-eligible property, or the lack thereof, would

be documented. The report would also include substantial historic context on the project corridor and surrounding neighborhoods and, as appropriate; information on relevant architectural styles, trends, and buildings types; information on significant people; and associated historic events. The report would include all relevant mapping, photography, and other supporting materials.

3.3.6.3 Mitigation

Should the effects analysis indicate a potential adverse effect to an NRHP listed or eligible property (that cannot be avoided, it would be necessary to develop a mitigation treatment plan, which would be included in a Memorandum of Agreement or Programmatic Agreement. This agreement would be developed in consultation with the appropriate SHPO and other consulting parties.

3.4 Construction Impacts

Impacts associated with construction of the Build Alternative (second mainline track) would be local and temporary. The most noticeable impacts would likely be noise, vibration, dust, and traffic disruptions. There is also the potential for impacts to streams and wetlands.

These temporary impacts would occur from operation of equipment and short-term closure of streets crossing the rail line for installation of additional track, upgrade of crossing surfaces, rehabilitation of existing track, and upgrade/installation of bridges and signal devices at intersections. Normal traffic may be re-routed at various times. Such occurrences are expected to be perceived by motorists as an inconvenience. However, these impacts would be temporary, and existing vehicular travel would be restored after construction has been completed at each site.

Modification or improvement of station facilities would create impacts typical of urban low-rise building construction. Implementation of industry-standard control measures (e.g., traffic control, dust/erosion and sedimentation controls, properly fitted emission control devices, mufflers) would minimize temporary impacts. Further, these impacts would cease upon completion of construction at each site.

The project may require periodic reduction in the operating speed of trains that pass through construction zones. Also, there may be a need to adjust the schedule of rail operations if activities require temporary shutdown of selected track sections. Such schedule and/or operations adjustments would be necessary when there is a potential safety risk due to the proximity of moving trains and construction activities that are incompatible with ongoing train traffic. Such delays or disruptions may be similar to normal maintenance activities under existing conditions.

As with any construction project, an increase in noise is expected at construction sites. However, construction activity would generally occur on weekdays between the hours of 7:00 a.m. and 6:00 p.m. and so would not interfere with normal activities of persons who

may live or work nearby. Construction noise would be reduced to the extent feasible by including specific noise control requirements in the construction contract specifications. The specifications should require contractors to: 1) select the equipment and techniques that generate the lowest noise levels; 2) use equipment with effective mufflers; 3) certify compliance with noise monitoring; 4) select haul routes that minimize truck noise in residential areas; and 5) select air compressors that meet federal noise level standards and locate them away from or shield them from residences and other sensitive noise receptors.

Vibration during construction is generally limited to annoyance effects and not to building damage effects. Vibration impacts could be mitigated by restricting the procedures and time permitted for vibration-intensive activities, such as pile-driving and by requiring vibration monitoring to certify compliance with vibration limits. In addition, an active community liaison program could be implemented to ensure residents are kept informed of construction activities and have a means to register complaints.

For the more vibration-intensive activities, care would be taken to prevent vibration damage to adjacent structures. In areas where vibration is anticipated, surveys could be conducted before construction begins to aid in documenting damage that may occur as a result of construction.

Construction could temporarily impact floodplains, wetlands, streams, and surrounding streambanks. Track improvements would involve replacement of some rail, crossties and track ballast, plus other improvements to trackside equipment, stations, platforms and parking facilities. These procedures are primarily restricted to the current right-of-way. Where a new second track is added, extension of culvert or bridge structures may be required, with temporary construction impacts where new bridge structures are installed. New track installation would also require subgrade preparation and earthwork.

These potential impacts would be minimized, however, as the contractor would be required to avoid wetlands that may be located within the railroad right-of-way during the establishment of construction staging areas and other construction activities. In addition, erosion, sedimentation and bank stabilization measures would be employed where construction occurs at or near creeks or creek crossings and the Vermillion River, consistent with the IDOT Bureau of Design and Environment Manual, and IDOT's Standard Specification for Road and Bridge Construction, January 1, 2007.

3.5 Secondary and Cumulative Impacts

3.5.1 Secondary Impacts

Secondary (indirect) impacts are defined as reasonably foreseeable future consequences to the environment that are caused by the proposed action, but that would occur either in the future (later in time) or near, but not in the same location as, direct impacts associated with implementation of a build alternative. Under the CEQ regulations, indirect impacts are defined as those that are "...caused by the action and are later in time or farther removed in

distance but are still reasonably foreseeable. Indirect effects would include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems" (40 CFR 1508.8b).

Indirect impacts can be associated with the consequences of land-use development that would be indirectly supported by changes in local access or mobility. Indirect impacts differ from those directly associated with the construction and operation of a project itself and are often caused by what is commonly referred to as "induced development." Induced development would include a variety of alterations such as changes in land use, economic vitality, property values and/or population density. The potential for secondary impacts to occur is determined in part by local land-use and development-planning objectives and the physical location of a proposed action.

With the No Build Alternative, the existing rail service along the project corridor would continue. Over time, a potential indirect effect could be to bring additional attention to a need for improvements to rail service along the corridor to accommodate additional rail traffic.

The Preferred Alternative would result in indirect impacts as the additional rail traffic could result in the need for further development in the vicinity of stations. This transit-oriented development would likely occur in already built-up areas. Local review boards would be responsible for investigating the impacts to water, sewer, traffic and other environmental factors from future transit-oriented development.

3.5.2 Cumulative Impacts

The consideration of cumulative effects consists of an assessment of the total effect on a resource, ecosystem, or community from past, present, and future actions that have altered the quantity, quality, or context of those resources within a broad geographic scope. Under the CEQ regulations, cumulative effects are defined as "…the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or nonfederal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time" (40 CFR 1508.7). The cumulative effects analysis considers the aggregate effects of direct and indirect impacts – from federal, non-federal, public, or private actions – on the quality or quantity of a resource.

The intent of a cumulative-effects analysis is to determine the magnitude and significance of cumulative effects, both beneficial and adverse, and to determine the contribution of the proposed action to those aggregate effects. Contributions to cumulative effects associated with the Build Alternative on the resources analyzed would be limited to those derived from the direct and secondary impacts of the action.

The No Build Alternative would have a slight negative contribution to cumulative impacts. The No Build Alternative would not provide any benefits to regional air quality because it would continue the existing dependence on personal automobiles for travel between Chicago and St. Louis.

The Preferred Alternative would have slight beneficial contributions to cumulative impacts. The proposed extension of passenger rail service is expected to provide an overall benefit to air quality. The rail service is expected to provide service to motorists who would otherwise travel between Chicago and St. Louis by motor vehicle. This shift in travel mode is expected to reduce overall vehicle emissions. The addition of passenger rail service would also encourage the transit-oriented development already occurring adjacent to existing stations.

Chapter 4

Coordination and Consultation

4.0 COORDINATION AND CONSULTATION

4.1 Public Involvement

Public meetings for the project will be held on October 5th, 2009 in Joliet and October 7th, 2009 in Springfield, IL. Public comments and concerns will be solicited at these meetings, which will be reported in future drafts of this document.

A website (www.idothsr.org) was initiated on September 21, 2009 and will be used to inform the public and to gain public comments.

4.2 Coordination Letters

The following section contains coordination letters and when available the response letter.

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 1, 2009

Mr. Ramon Munoz-Raskin
Transportation Industry Analyst
Office of Railroad Development/ Passenger and Freight Programs
US Department of Transportation, Federal Railroad Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Mr. Munoz-Raskin:

In fulfillment of the requirements discussed in our telephone conference of Monday, August 31, 2009, the Illinois Department of Transportation is submitting the attached documentation of continuing progress on implementing the project authorized under the 2004 ROD ((http://www.fra.dot.gov/downloads/rrdev/chi-stlouis_rod.pdf) for the Illinois HSR corridor from Chicago to St. Louis. As you know, there are five elements to our HSR corridor project - Track, Train, Signal, Road Crossings and Stations – and we have been advancing work on various aspects of these elements. I trust that the attached listing provides sufficient evidence that our efforts have been on-going and that it is acceptable for a determination that the 2004 ROD can be defined as active.

Please notify me as soon as possible whether you have questions or need further information. Thank you in advance for your consideration. We look forward to hearing from you at your earliest convenience.

Sincerely,

George Weber
Chief
Bureau of Railroads

Cc: David Valenstein

Progress on the Chicago to St. Louis Corridor for purposes of implementing HSR

- EIS signed — 1/2003
- ROD signed — 1/2004
- NAJPTC contract LM\Amtrak\AAR\FRA\IDOT\UPRR — 6/2002-3/2007
  This was a coordinated effort to design a PTC system that would allow 110 mph passenger service and normal speed freight service. Effort could not meet goal and was terminated.
- Track Upgrades Springfield-Mazonia IDOT\UPRR — 3/2001-12/2005
  IDOT spent $50 million to rehabilitate the single track main to 110 mph standards to accommodate proposed PTC area mentioned above.
- 4-Quad Grade Crossing Installation IDOT\ILCC — 3/2001-12/2005
  The Illinois Commerce Commission provided $16 million Dollars to convert the public road crossing in the PTC area to 4-quad gates with vehicle detection.
- Private Crossing Gate Installations IDOT\UPRR — 3/2001-12/2005
  IDOT spent $3 million to install flashing lights and gates to all private crossings in the PTC area
- Perform Actual 110 mph HSR test LM\Amtrak\AAR\FRA\IDOT\UPRR — 10/2002
- CTC proposed & installed portions to accept PTC IDOT\UPRR\Amtrak — 2005-Current
  In the event of PTC failure CTC has been installed as an underlying signal system in areas not equipped.
- Cab Signals to replace NJPTC option IDOT\UPRR\Amtrak — 3/2007-3/2009
  After determining the PTC could not meet FRA's requirements, IDOT developed a plan to use cab signals. FRA awards funds for installation; system revision precludes use of funds.
- ITCS for Grade Crossing communications IDOT\UPRR\Amtrak — 12/2006-Current
  UPRR is currently installing ITCS on road crossings from Springfield to Dwight in anticipation of HSR (cost-to-date not known)
- Computer train modeling to update original assumptions IDOT\UPRR — 2007/2008/2009
  IDOT funded RTC modeling for UPRR to update the old train modeling data presented in the original EIS thereby precisely identifying train meet points and verify scheduling.
- Install HSR track in Springfield, IL as part of corridor UPRR — 10/2008-12/2008
  UPRR spent $5 million to rehabilitate the single main through the Springfield to prepare for the HSR project.
- Upgrade UPRR track geometry car and monitor corridor IDOT\UPRR — 2005-Current
  IDOT spent $1.5 million to equip UPRR geometry cars for HSR track and RQ monitoring,
- Rebuild downtown Atlanta, IL to accommodate HSR curve IDOT\UPRR — 3/2001-11/2004
  IDOT spent $1 million to rebuild the track through downtown Atlanta, IL to accommodate HSR trains (this was a permanent 45 mph restriction previously)
- Award of Federal funds to continue HSR corridor work — 6/2002-Current
  NAJPTC funds, Intercity Passenger Assistance grants
- Station development planning to prepare for HSR service — 2006-Current
  Normal Intermodal Station design/engineering ; Springfield rehab plan

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Ms. Janet M. Odeshoo
Federal Emergency Management Agency Region 5
Deputy Regional Administrator
536 South Clark St., 6th Floor
Chicago, IL 60605

Dear Ms. Odeshoo:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

This project, which is part of the Midwest Regional Rail Initiative, proposes to add high-speed passenger rail service between Chicago, Illinois and St. Louis, Missouri. Initially, the service will include three round-trip passenger trains operating at a maximum speed of 110 miles per hour (mph) and one at a maximum speed of 79 mph between Joliet and St. Louis. On completion of all improvements envisioned for the line from Joliet to St. Louis, the expected service plan is to operate five round-trips per day at a maximum speed of 110 mph.

The proposed passenger rail service would cross the Mississippi River from East St. Louis, Illinois to St. Louis, Missouri on the MacArthur Bridge. Work on this bridge, if any, would be limited to track and/or tie replacement. The project is shown in the attached figure.

In Illinois, the project will rehabilitate roadbed; replace ties, rail and ballast; and install or upgrade train signaling where necessary. It is anticipated that the vast majority of construction activities, including staging areas, will be within existing railroad rights-of-way. Work done outside of the railroad right-of-way includes minor ditching, bridge, culvert and station work.

The development of high speed rail within this corridor was first studied in 1979. In 1992 the Secretary of Transportation designated the Chicago-St. Louis line as part of the "Chicago Hub Network" high-speed rail corridor. This led to a Financial and Implementation Plan (May 1994) and the concept and corridor were validated in the commercial feasibility study released by the FRA, High-Speed Ground Transportation for America (August 1996). A Final Environmental Impact Statement for the Chicago-St. Louis High Speed Rail Project was issued in January 2003, followed by inclusion as a key component in the Midwest Regional Rail System report in September 2004. The Record of Decision (ROD) on the EIS for the Chicago-St. Louis HSR Project was executed on January 8, 2004.

The comments and material you supply will be used to determine if the proposed improvements may have impacts that warrant further consideration and are consistent with future long-term development plans within the study corridor. Your comments will be incorporated into the environmental planning process and Environmental Assessment document as appropriate. We ask that you provide your agency's comments by September 18, 2009.

This Tier 1 EA is identified by FRA as an essential first step in the development of an intercity passenger rail corridor. The focus of the Tier 1 EA will be on establishing purposed and need, estimating ridership, selection of the preferred corridor, identifying the station stops, specifying the service levels, defining the type of operations, and identifying the logical next phases. The specific construction activities would be evaluated in subsequent Tier 2 NEPA documents.

This Tier 1 EA is needed to complete a Track 2 application for a High-Speed Intercity Rail Program (HSIRP) grant. On April 16, 2009, President Obama, together with Vice President Biden and Secretary of Transportation LaHood, announced a new vision for developing high-speed rail in America. They called for a collaborative effort among the Federal Government, States, railroads, and other key stakeholders to help transform America's transportation system through a national network of high-speed rail corridors. This notice builds on this "Vision for High-Speed Rail" (available on FRA's Web site) by detailing the application requirements and procedures for obtaining funding for high-speed and intercity passenger rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA) and the Department of Transportation Appropriations Acts of 2008 and 2009 (FY 2008/2009 DOT Appropriations Act), while laying the foundation for a longer-term program to establish a network of high-speed rail corridors.

The enclosed information should help you understand the nature of the project and location of the proposed railway improvement. Because this effort is part of an ARRA grant application, we are operating under an accelerated schedule and would appreciate comments by September 18, 2009.

If you have any questions about the project, please do not hesitate to contact Barbara Stevens at (217) 785-4245, or by email at Barbara.Stevens@Illinois.gov.

The Illinois Department of Transportation thanks you in advance for your prompt review and responses to our request for comments.

Sincerely,

George Weber
Bureau of Railroads, Bureau Chief

Enclosures:
Project Overview
Map of Project Limits

cc: Barbara Stevens – IDOT, Bureau of Design and Environment
Tim Selover, Phil Pasterak – Parsons Brinckerhoff

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Ms. Marisol R. Simon
Federal Transit Administration
Regional Administrator Region 5
200 W. Adams Street, Suite 320
Chicago, IL 60606

Dear Ms. Simon:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

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The development of high speed rail within this corridor was first studied in 1979. In 1992 the Secretary of Transportation designated the Chicago-St. Louis line as part of the "Chicago Hub Network" high-speed rail corridor. This led to a Financial and Implementation Plan (May 1994) and the concept and corridor were validated in the commercial feasibility study released by the FRA, High-Speed Ground Transportation for America (August 1996). A Final Environmental Impact Statement for the Chicago-St. Louis High Speed Rail Project was issued in January 2003, followed by inclusion as a key component in the Midwest Regional Rail System report in September 2004. The Record of Decision (ROD) on the EIS for the Chicago-St. Louis HSR Project was executed on January 8, 2004.

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The Illinois Department of Transportation thanks you in advance for your prompt review and responses to our request for comments.

Sincerely,

George Weber
Bureau of Railroads, Bureau Chief

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Tim Selover, Phil Pasterak – Parsons Brinckerhoff

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Mr. Nick Chevance
National Park Service
Environmental Coordinator Planning and Compliance Office
601 Riverfront Dr.
Omaha, NE 68102-4226

Dear Mr. Chevance:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

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The comments and material you supply will be used to determine if the proposed improvements may have impacts that warrant further consideration and are consistent with future long-term development plans within the study corridor. Your comments will be incorporated into the environmental planning process and Environmental Assessment document as appropriate. We ask that you provide your agency's comments by September 18, 2009.

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The enclosed information should help you understand the nature of the project and location of the proposed railway improvement. Because this effort is part of an ARRA grant application, we are operating under an accelerated schedule and would appreciate comments by September 18, 2009.

If you have any questions about the project, please do not hesitate to contact Barbara Stevens at (217) 785-4245, or by email at Barbara.Stevens@Illinois.gov.

The Illinois Department of Transportation thanks you in advance for your prompt review and responses to our request for comments.

Sincerely,

George Weber
Bureau of Railroads, Bureau Chief

Enclosures:
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Map of Project Limits

cc: Barbara Stevens – IDOT, Bureau of Design and Environment
Tim Selover, Phil Pasterak – Parsons Brinckerhoff

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Mr. Keith McMullin
U.S. Army Corps of Engineers
St. Louis District
1222 Spruce Street
St. Louis, MO 63103-2833

Dear Mr. McMullin:

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The proposed passenger rail service would cross the Mississippi River from East St. Louis, Illinois to St. Louis, Missouri on the MacArthur Bridge. Work on this bridge, if any, would be limited to track and/or tie replacement. The project is shown in the attached figure.

In Illinois, the project will rehabilitate roadbed; replace ties, rail and ballast; and install or upgrade train signaling where necessary. It is anticipated that the vast majority of construction activities, including staging areas, will be within existing railroad rights-of-way. Work done outside of the railroad right-of-way includes minor ditching, bridge, culvert and station work.

The development of high speed rail within this corridor was first studied in 1979. In 1992 the Secretary of Transportation designated the Chicago-St. Louis line as part of the "Chicago Hub Network" high-speed rail corridor. This led to a Financial and Implementation Plan (May 1994) and the concept and corridor were validated in the commercial feasibility study released by the FRA, High-Speed Ground Transportation for America (August 1996). A Final Environmental Impact Statement for the Chicago-St. Louis High Speed Rail Project was issued in January 2003, followed by inclusion as a key component in the Midwest Regional Rail System report in September 2004. The Record of Decision (ROD) on the EIS for the Chicago-St. Louis HSR Project was executed on January 8, 2004.

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The Illinois Department of Transportation thanks you in advance for your prompt review and responses to our request for comments.

Sincerely,

George Weber
Bureau of Railroads, Bureau Chief

Enclosures:
Project Overview
Map of Project Limits

cc: Barbara Stevens – IDOT, Bureau of Design and Environment
Tim Selover, Phil Pasterak – Parsons Brinckerhoff

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Mr. Mitch Isoe
U.S. Army Corps of Engineers
Chicago District
111 North Canal Street, Suite 600
Chicago, IL 60606

Dear Mr. Isoe:

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Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Mr. John Betker
U.S. Army Corps of Engineers
Rock Island District
1500 Rock Island Dr
Rock Island, Illinois 61299

Dear Mr. Betker:

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Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Mr. Douglas D. Leavell
US Coast Guard St. Louis Regional Office
1222 Spruce Street
Saint Louis, MO 63101

Dear Mr. Leavell:

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Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Ms. Diane Howser
US Coast Guard
16W215 83rd Street, Suite D
Burr Ridge, IL 60527

Dear Ms. Howser:

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Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Mr. Peter V. Neffenger
Rear Admiral
U.S. Coast Guard
Ninth Coast Guard District
1240 East 9th Street
Cleveland, OH 44199-2060

Dear Mr. Neffenger:

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Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Mr. James Johnson
U.S. Department of Agriculture
State Conservationist
2118 W. Park Court
Champaign, IL 61821

Dear Mr. Johnson:

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Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Ms. Beverly Bishop
U.S. Department of Housing and Urban Development
Deputy Regional Director
Ralph Metcalfe Federal Building
77 West Jackson Blvd.
Chicago, IL 60604-3507

Dear Ms. Bishop:

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Sincerely,

George Weber
Bureau of Railroads, Bureau Chief

Enclosures:
Project Overview
Map of Project Limits

cc: Barbara Stevens – IDOT, Bureau of Design and Environment
Tim Selover, Phil Pasterak – Parsons Brinckerhoff

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Ms. Marisol R. Simon
Federal Transit Administration
Regional Administrator Region 5
200 W. Adams Street, Suite 320
Chicago, IL 60606

Dear Ms. Simon:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

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Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Mr. Ken Westlake
U.S. Environmental Protection Agency
US EPA Region 5
77 West Jackson Boulevard
Chicago, IL 60604

Dear Mr. Westlake:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

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Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

William W. Rice
U. S. Environmental Protection Agency
US EPA Region 7
901 N. 5th Street
Kansas City, KS 66101

Dear Mr. Rice:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

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cc: Barbara Stevens – IDOT, Bureau of Design and Environment

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Ms. Cathy Pollack
U.S. Fish and Wildlife Service
1250 S. Grove Street, Suite 103
Barrington, IL 60010

Dear Ms. Pollack:

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George Weber
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Tim Selover, Phil Pasterak – Parsons Brinckerhoff

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Mr. Douglas P. Scott
Illinois Environmental Protection Agency
Director
P.O. Box 19276
Springfield, IL 62794-9276

Dear Mr. Scott:

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Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Mr. Mike Stead
Illinois Commerce Commission
Rail Safety Section
527 East Capital Avenue
Springfield, IL 62701

Dear Mr. Stead:

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Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Ms. Terri Savko
State of Illinois Department of Agriculture
P.O. Box 19281
Springfield, IL 62794-9281

Dear Ms. Savko:

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If you have any questions about the project, please do not hesitate to contact Barbara Stevens at (217) 785-4245, or by email at Barbara.Stevens@Illinois.gov.

The Illinois Department of Transportation thanks you in advance for your prompt review and responses to our request for comments.

Sincerely,

George Weber
Bureau of Railroads, Bureau Chief

Enclosures:
Project Overview
Map of Project Limits

cc: Barbara Stevens – IDOT, Bureau of Design and Environment
Tim Selover, Phil Pasterak – Parsons Brinckerhoff

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Mr. Steve Hamer
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702-1271

Dear Mr. Hamer:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

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Sincerely,

George Weber
Bureau of Railroads, Bureau Chief

Enclosures:
Project Overview
Map of Project Limits

cc: Barbara Stevens – IDOT, Bureau of Design and Environment
Tim Selover, Phil Pasterak – Parsons Brinckerhoff

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Mr. Douglas P. Scott
Illinois Environmental Protection Agency
Director
P.O. Box 19276
Springfield, IL 62794-9276

Dear Mr. Scott:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

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Sincerely,

George Weber
Bureau of Railroads, Bureau Chief

Enclosures:
Project Overview
Map of Project Limits

cc: Barbara Stevens – IDOT, Bureau of Design and Environment
Tim Selover, Phil Pasterak – Parsons Brinckerhoff

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Ms. Anne Haaker
Illinois Historic Preservation Agency
Preservation Services
#1 Old State Capitol Plaza
Springfield IL 62701-1507

Dear Ms. Haaker:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

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Sincerely,

George Weber
Bureau of Railroads, Bureau Chief

Enclosures:
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Map of Project Limits

cc: Barbara Stevens – IDOT, Bureau of Design and Environment
Tim Selover, Phil Pasterak – Parsons Brinckerhoff

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Ms. Gayle Unruh
Missouri Department of Transportation
Environmental Section
2217 St. Mary's Blvd
PO Box 270
Jefferson City, MO 65102

Dear Ms. Unruh:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

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George Weber
Bureau of Railroads, Bureau Chief

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Map of Project Limits

cc: Barbara Stevens – IDOT, Bureau of Design and Environment
Tim Selover, Phil Pasterak – Parsons Brinckerhoff

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 11, 2009

Mr. Rod Massman
Administrator of Railroads
Missouri Department of Transportation
Multimodal Section
2217 St. Mary's Blvd
PO Box 270
Jefferson City, MO 65102

Dear Mr. Massman:

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George Weber
Bureau of Railroads, Bureau Chief

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cc: Barbara Stevens – IDOT, Bureau of Design and Environment
Tim Selover, Phil Pasterak – Parsons Brinckerhoff

June 30, 2009

NATIONAL TRUST FOR HISTORIC PRESERVATION®
Midwest OFFICE

VIA FIRST-CLASS MAIL

Mr. George Weber, Acting Bureau Chief
Division of Public & Intermodal Transportation
300 West Adams Street, 2nd floor
Chicago, Illinois 60606

Re: Proposed High Speed Rail Between Chicago, Illinois and St. Louis, Missouri

Dear Mr. Weber:

On behalf of the National Trust for Historic Preservation (National Trust), we would like to express our concern regarding the Illinois Department of Transportation's interest in securing funding from the American Recovery and Reinvestment Act of 2009 (ARRA) for a high speed rail corridor between Chicago, IL and St. Louis, MO. In particular, we believe this high speed rail could negatively affect historic properties and districts along the corridor. Adequate evaluation of these potential effects through required environmental analyses is critical to both identifying the effects and formulating alternatives to avoid or minimize the effects.

Congress chartered the National Trust for Historic Preservation in 1949 as a private, nonprofit membership organization to "facilitate public participation" in historic preservation, and to further the purposes of federal historic preservation laws. 16 U.S.C. §§ 461, 468. With the strong support of our 266,000 members nationwide, including 14,000 in Illinois, the National Trust works to protect significant historic sites and to advocate historic preservation as a fundamental value in programs and policies at all levels of government. Additionally, the National Trust owns or operates 30 historic sites open to the public, including the Gaylord Building located in Lockport, Illinois.

While the National Trust does not oppose the federal and state government's concept of a high speed rail to improve interstate transport, the currently proposed corridor between Chicago to St. Louis is in close proximity to significant historic resources and districts, potentially causing negative direct and indirect impacts. For example, current plans utilize tracks that are sited only fifteen (15) feet from the Gaylord Building, located in Lockport's National Register Historic District. The Gaylord Building has been a central part of Lockport and a landmark along the Illinois & Michigan Canal for 170 years and represents the canal's early importance to Illinois and the region's commercial significance throughout the 19th and 20th centuries.

The potential effect of high speed rail traffic in such close proximity to this historic structure, as well as the impact of at grade crossing on other local landmark and National Register historic districts along the corridor, should be thoroughly examined by the Illinois Department of Transportation (IDOT) as part of the planning process for the proposed

Midwest Office
53 West Jackson Blvd., Suite 350
Chicago, IL 60604
P 312.939.5547
F 312.939.5651
E mwro@nthp.org
SERVING: IA, IL, IN, MI, MN, MO, OH & WI

National Office
1785 Massachusetts Avenue, NW
Washington, DC 20036
P 202.588.6000
F 202.588.6038
E info@nthp.org
www.PreservationNation.org

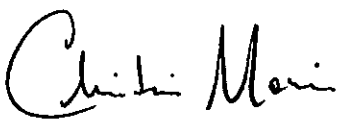
corridor. The National Trust strongly urges you to conduct an Environmental Assessment Worksheet to solicit the input of all state and local stakeholders affected by the proposal, and address these issues before proceeding with any further plans or requests for funding. The IDOT should also keep in mind the federal statutes that will be required to receive federal funding as it begins to make decisions about possible high speed rail corridors. As indicated by the Federal Railroad Administration in its discussion about the implementation of funding for high speed rail corridors under the ARRA, the Illinois Department of Transportation, as the grant recipient, is required to assist the federal agency in meeting the requirements of the National Environmental Policy Act (NEPA), the National Historic Preservation Act (NHPA) and Section 4(f) of the Department of Transportation Act.[1]

Please include both Elizabeth Merritt and Christina Morris of the National Trust in your distribution list for public notices of any meetings, and for the circulation of any documents for public comment. All correspondence should be directed to:

Christina Morris
Program Officer
Midwest Office
53 West Jackson Blvd.
Suite 350
Chicago, IL 60604
christina_morris@nthp.org

Elizabeth Merritt
Deputy General Counsel
National Trust for Historic Preservation
1785 Massachusetts Ave., NW
Washington, D.C. 20036-2117
betsy_merritt@nthp.org

Sincerely,



Christina Morris
Program Officer

Elizabeth Merritt
Deputy General Counsel

Cc: Jim Peters, Landmarks Illinois
Anne Haaker, Illinois Historic Preservation Agency
Mark Harmon, Gaylord Building Site Council
Vince Michael, Trustee, National Trust for Historic Preservation
Jean Follett, IL Advisor, National Trust for Historic Preservation

[1] *See* U.S. Department of Transportation, Federal Railroad Administration, Guidance on the High-speed Intercity Passenger Rail Program, Docket No. FRA-2009-0045, p. 57, *available at* http://www.fra.dot.gov/Downloads/RRDev/HSIPR_Guidance_6-16-09-WEB.pdf (June 16, 2009).

STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION
TRANSPORTATION DIVISION / RAIL SAFETY SECTION

Michael E. Stead — *Rail Safety Program Administrator*

September 16, 2009

George Weber
Chief, Bureau of Railroads
Division of Public and Intermodal Transportation
100 West Randolph Street, Suite 6-600
Chicago, IL 60601

Dear Mr. Weber:

Thank you for presenting Illinois Commerce Commission (ICC) staff with an opportunity to provide comments for the Illinois Department of Transportation's (IDOT) information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail project.

Staff recommends the following:

(1) Existing public and private grade crossings that are either redundant, unnecessary or where safety improvements cannot reasonably be performed, due to crossing geometry or proximity of complex highway intersections, should be identified for closure.
(2) Four-quadrant gates, equipped with presence/intrusion detection and integrated with Positive Train Control (PTC), should be the standard warning device system at each public highway-rail grade crossing located within those segments of the Chicago-St. Louis Corridor where train operating speeds are proposed to be between 80-110 mph. The presence/intrusion detection systems should include the capability to detect any object of significant obstruction (e.g. car, truck) that remains on the crossing; the presence/intrusion detection systems should communicate to approaching passenger trains the presence of any significant obstruction in time for the train to reduce speed (i.e. approximately 20 mph) or stop before reaching the crossing; freight trains operating through the corridor are not governed by this information unless route conditions indicate and the freight railroad so elects;
(3) Four-quadrant gates, equipped with presence/intrusion detection and integrated with Positive Train Control (PTC), should be considered for each public highway-rail grade crossing located within those segments of the Chicago-St. Louis Corridor where train operating speeds are proposed to be less than 80 mph. The minimum warning system should be standard 2-quadrant gates equipped with constant warning time control circuitry.
(4) Locked gates with dispatch control over entry should be installed at each private highway-rail grade crossing located within those segments of the Chicago-St. Louis Corridor where train operating speeds are proposed to be

527 E. Capitol Avenue, Springfield, IL 62701
Telephone [217] 782-7660 Fax [217] 524-4637
www.icc.illinois.gov

between 80-110 mph, unless vehicular traffic warrants the same safety treatments as a public grade crossing.

(5) Locked gates with dispatch control over entry or other safety measures should be installed at each private highway-rail grade crossing located within those segments of the Chicago-St. Louis Corridor where train operating speeds are proposed to be less than 80 mph.

(6) Access along railroad right-of-way through communities should be restricted (e.g. fencing), due to increased train speeds and train traffic.

(7) Safety treatments should be performed at all pedestrian-rail grade crossings, due to increased train speeds and train traffic.

(8) Necessary safety improvements should be identified for all public highway-rail grade crossings where vehicular traffic backs up across the tracks, especially at those locations where vehicular storage between a highway intersection and the crossing is reduced due to the installation of the proposed 2nd mainline track.

(9) The highway approaches of the public highway-rail grade crossings along the corridor should be evaluated for compliance with the minimum criteria of 92 Ill. Adm. Code 1535. Where necessary, improvements to the highway approaches should be made (e.g. improve crossings with steep highway approach grades).

(10) Public highway-rail grade crossings where high-speed track improvements will create roadway geometric issues, including difficulties installing the railroad warning devices, should be identified, and roadway improvements planned to address those concerns.

Thank you again for the opportunity to comment on IDOT's information gathering phase of the Environmental Assessment (EA). If you have any questions, or need additional information, please contact me at (217) 557-1285 or mstead@icc.illinois.gov.

Very truly yours,

Michael E. Stead
Rail Safety Program Administrator

cc: Barbara Stevens, IDOT
Tim Selover, Parsons Brinckerhoff
Phil Pasterak, Parsons Brinckerhoff

GAYLORD BUILDING

NATIONAL TRUST
for HISTORIC PRESERVATION

09.16.2009

Mr. George Weber, Bureau Chief
Bureau of Railroads
Illinois Department of Transportation
100 West Randolph Street, Suite 6-600
Chicago, Illinois 60601

Dear Mr. Weber:

The Gaylord Building Site Council has been informed that the Illinois Department of Transportation (IDOT) is seeking comments for the Environmental Assessment (EA), regarding the proposed Chicago to St. Louis High Speed Rail (HSR) Project.

While we applaud the state and federal government's support of interstate transport, we are concerned about the route that will utilize the tracks that are parallel to and just fifteen feet from the Gaylord Building, an 1838 historic site of the National Trust for Historic Preservation, and the 1850 Norton Building among other irreplaceable structures in Lockport's National Register Historic District.

We do understand that there are no current plans to raise the speed through Lockport, but IDOT could not provide a guarantee that higher speeds would never happen. IDOT also informed us that the proposal will initially increase the number of trips through Lockport to eighteen. Additionally, there is apparently a desire by the freight lines to augment the number of trains on the same tracks, possibly as high as seven more each day. Finally, as Will County population grows and ridership expands, it is likely that a number of METRA trains will also be added to the same tracks.

We believe the ever growing number of passenger and freight trains will negatively impact the heart of Lockport, and any potential increase in speed could be devastating. The quality of life for residents and visitors will diminish, and community safety will be impaired. The very existence of historic structures will be threatened.

Lockport's first responders struggle daily with the current number of trains that block crossings, slowing emergency aid. Residents already strain to lessen the harmful effects to homes, business and the historic sites by the noise, vibrations and traffic congestions caused by the railroads. Their exertions will certainly be exacerbated by extra trains and potentially elevated speeds.

200 WEST 8TH STREET · LOCKPORT, IL 60441
815.588.1100 · FAX: 815.588.1101 · WWW.NATIONALTRUST.ORG

There is a viable alignment on IDOT's preferred route between Chicago and Joliet that would relocate the HSR to the west side of the Lockport and out of the Historic District. This alignment would utilize the tracks of the Burlington Northern/Santa Fe Railroad (BNSF) with possible connection points between Lockport and Lemont. This viable alignment on the preferred route would create a safer environment for people, the historic structures and the trains themselves, primarily due to less grade crossings.

However, if the BNSF alignment through Lockport is not adopted by IDOT, we encourage IDOT to select either the Metra Rock Island District Alignment or the Norfolk Southern Alignment, which are included in IDOT's proposal. These proposed alternatives would be safer alignments compared to the Lockport route that utilizes the Canadian National-Illinois Central/Union Pacific tracks.

We appreciate your time and consideration of the alternate alignments that would preserve Lockport's Historic District.

Sincerely,

Mark S. Harmon, Director
Gaylord Building Historic Site
mharmon@canalcor.org
1.815.838.9400

NRCS
Natural Resources Conservation Service
2118 W. Park Court
Champaign, IL 61821-2986
(217) 353-6613
www.il.nrcs.usda.gov

September 16, 2009

George Weber
Bureau of Railroads, Bureau Chief
Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street, Suite 6-600
Chicago, IL 60601

Dear Mr. Weber:

We have reviewed the documents that you submitted on the proposed improvements included in the Chicago to St. Louis High- Speed Rail Project.

As described, the vast majority of construction activities, including staging areas, will be within existing railroad rights-of-way. I do not foresee any issues/impacts that would warrant further consideration.

I would encourage the use of appropriate soil erosion control measures during construction activities.

Sincerely,

WILLIAM J. GRADLE
State Conservationist

Illinois Historic
Preservation Agency

FAX (217) 782-8161

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • www.illinois-history.gov

Various Counties
Chicago to St. Louis
High Speed Rail Project
Exact Route Not Yet Selected
IHPA Log #011091109

September 17, 2009

George Weber
Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 W. Randolph St., Suite 6-600
Chicago, IL 60601

Dear Mr. Weber:

Thank you for initiating consultation with our office on the referenced project. This consultation is required by section 106 of the National Historic Preservation Act of 1966, as amended and its implementing regulations, 36 CFR part 800, Protecting Historic Properties.

In order to begin this consultation, our office will need the following information:

1. Complete project description, including a definition of the area of potential effects (APE) for the project and a statement as to how this was developed
2. List of all sites and structures within the APE that are on or possibly eligible for the National Register of Historic Places
3. Possible effects to each of those properties that could be caused by project implementation taking into account direct effects of construction, increase in noise and vibration levels and changes in environment and setting (effects can be direct or indirect)
4. Views of any interested parties including not only the views of communities along the route, but also those of preservation advocacy groups, such as Landmarks Illinois and the National Trust for Historic Preservation

Once we have this information we will either continue consultation to avoid or mitigate any adverse impacts or offer our comments in accordance with the law. Please note that this project may impact properties that are National Historic Landmarks and as such, may require the comments of the National Park Service and the Advisory Council on Historic Preservation.

Thank you for inviting our comments. We look forward to working with you to ensure that historic resources are adequately considered during the project planning process.

In your reply, please refer to IHPA Log #011091109. If you have any further questions, please contact me at 217/785-5027.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer

c: Barbara Stevens, IDOT
Tim Selover, Parsons Brinckerhoff

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

SEP 1 8 2009

REPLY TO THE ATTENTION OF:
E-19J

George Weber
Bureau of Railroads, Bureau Chief
Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street, Suite 6-600
Chicago, Illinois 60601

RE: Scoping Comments on the proposed Chicago to St. Louis High-Speed Rail Project

Dear Mr. Weber:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, and in anticipation of reviewing future NEPA documentation for the Chicago to St. Louis High-Speed Rail passenger service (HSR), U.S. Environmental Protection Agency (EPA) has reviewed the information provided on September 11, 2009, regarding this project.

The President's "Vision for High Speed Rail" calls for applications from states to develop a new generation of rail service for our country. This proposal by the Illinois Department of Transportation (IDOT) is presented as a Track 2 project according to the Federal Railroad Administration (FRA) protocols published at 74 FR 29900. A previous Environmental Impact Statement (EIS) was prepared for a similar proposal in 2003. The current NEPA documentation is comparable to the first level in a tiered NEPA process, having a broad scope of large or general considerations for possible impacts. More site-specific details are to be addressed in a future second level analysis.

This proposal is for a HSR starting in the St. Louis, Missouri, Amtrak Station and following the existing Amtrak route north to Dwight, Illinois. Three alternative routes are being considered for the remaining travel from Dwight to Union Station in downtown Chicago. All three of these alternative routes would be along existing rail right-of-way. An additional alternative segment, not part of the 2003 EIS, is proposed for the Springfield, Illinois region. When the final route is determined, it is expected to provide a station-to-station double-track mainline with capacity for 110 mile per hour service from St. Louis to Joliet, Illinois and existing maximum speeds from Joliet into Chicago.

EPA reviewed the materials provided and offers the following comments consistent with the issues NEPA addresses, which are a project's Purpose and Need, Alternatives, Environmental Impacts, and Mitigation of Unavoidable Impacts.

PURPOSE AND NEED

The Purpose and Need for this HSR project is comparable and consistent with goals of the FRA funding program for a Track 2 program.

ALTERNATIVES

Typical of these HSR proposals, the rights of way are predominantly existing rail corridors with some modifications that may incorporate abandoned or out-of-service tracks. Any new railway for needed connections, to avoid certain impacts, and for new station sites should be located and planned so as to have minimal impacts. Except for certain concerns noted below under "Environmental Impacts," the station-specific sites and alternative rail corridors will be the subject of second tier level NEPA documentation.

ENVIRONMENTAL IMPACTS

Generally, impacts are anticipated to be minimal because the work will be in previously disturbed railroad rights of way. However, all impacts to the human and natural environment need to be considered for this level one NEPA document to determine if further analysis is warranted. We discuss here only certain topics that we anticipate warrant possible analysis. Specific project aspects or alternatives may call for analysis of additional issues to determine whether significant impacts are likely to result from the project's implementation.

AIR QUALITY AND AIR TOXICS

One of the public benefits of rail service is lower emissions. NEPA documentation should discuss air quality non-attainment and maintenance areas where construction, operations and maintenance facility emissions are included in state conformity budgets. Outside such areas, it is appropriate to specify the best management practices (BMP) that will be followed to reduce emissions, particularly of diesel-related air toxics. If railbed and ballast will be disturbed, the potential for dust aeration of possible hazardous or toxic materials should be indicated and specific BMP proposed. Please provide modeling estimates for the emissions savings this proposal will provide, such as annual trips in the horizon year that have moved from auto, airplane and other modes. Higher speed efficiencies and new fuel technologies for trains could also result in air quality benefits, including reductions in greenhouse gases and the region's contributions to global climate change.

WATER QUALITY, SURFACE WATERS, AND WETLANDS

Water quality will mostly be considered during construction of the HSR project, so BMP to reduce siltation and run-off impacts, particularly at hazardous spill locations, should be itemized. If right of way widening or track realignments are needed, please document efforts at

reducing impacts to surface waters and wetlands by aligning the corridor so that impacts to these resources are avoided or minimized. In many locations, the existing rights of way run either immediately adjacent to or right through the middle of a surface water body or wetland. Please discuss how these sensitive locations will be protected from spills and derailments through rail design and maintenance practices.

ENVIRONMENTAL JUSTICE

The federal government is taking a further look at how projects it supports may impact environmental justice (EJ) populations. While public transportation such as this HSR project generally benefits these groups, the NEPA document should discuss station locations, rail yards, emergency service interruptions or delays, economic benefits or losses, and noise considerations in relation to environmental justice neighborhoods. We recommend applying the concept of disproportionate impact to EJ communities at a local scale.

INDIRECT AND CUMULATIVE IMPACTS

Shifting passenger trips to rail from other modes may have positive indirect impacts that should be presented in this NEPA document. These may include time and cost savings, resources spared, reduction of accidents and related health benefits. Cumulative impacts should likewise be enumerated. One area that should specifically be addressed in both contexts is impacts to other rail services, local commuter and freight rail.

NOISE

The NEPA document should discuss whether higher speed trains generate different noise impacts than current rail service, (e.g., frequency, duration, and intensity of anticipated noise impacts). These impacts would again be key to note for EJ communities.

HISTORIC, CULTURAL AND ARCHEOLOGICAL RESOURES

Perhaps the most prevalent impact to historic structures for these HSR projects will be the use of old train stations. We recommend early communication with the State Historic Preservation Offices in Illinois and Missouri, and with local historic groups would be prudent in deciding if and how to incorporate such landmarks or potentially listed landmarks in the scheme of HSR. The level one NEPA documentation should address potential impacts to historic and archeological resources. Native American tribes with potential interest in the areas to be affected by the project should be contacted and their interest solicited.

THREATENED AND ENDANGERED SPECIES

The potential for impacts to Federal and State-listed threatened and endangered species should be documented. If there is a substantial increase in the daily number of trains passing through habitat areas, or if train speeds are substantially increased above the present speeds, then an analysis of potentials for individual takings should be addressed. Although there is not much

information on this subject, current studies by the Illinois Natural History Survey may be helpful in considering this issue.

MITIGATION OF UNAVOIDABLE IMPACTS

A HSR proposal may have some rigid constraints due to existing rights of way and shared use. Impacts should be clearly discussed along with efforts to avoid or minimize those impacts. Mitigation of unavoidable impacts should be discussed in the level one NEPA document, with specific commitments and anticipated mitigation ratios as appropriate. Follow-up measures, such as adaptive management and long-term maintenance, should also be discussed.

PROJECT SPECIFIC IMPACTS

There may be specific impacts this project would have within the urban centers of St. Louis, Chicago and Springfield, due to at-grade crossings, near-by schools and sensitive population centers or institutions, and freight and commuter train interactions. Please include a discussion of these concerns in the level one NEPA document.

Thank you for the opportunity to review the preliminary information for this project. We look forward to receiving the next level of detail information as this project proceeds. If you have any questions on our comments, please contact me or Norm West of my staff, by phone at (312) 353-5692 or by e-mail at: west.norman@epa.gov.

Sincerely,

Kathleen Kowal

for Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Illinois Department of Agriculture

Pat Quinn, Governor
Thomas E. Jennings, Director

Bureau of Land and Water Resources

State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 • 217/782-6297 • TDD 217/524-6858 • Fax 217/557-0993

September 23, 2009

Ms. Barbara Stevens
Environment Section Chief
Bureau of Design and Environment
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764-0002

Re: Chicago to St. Louis High-Speed Rail Project
Tier 1 Environmental Assessment

Dear Ms. Stevens:

The Illinois Department of Agriculture (IDOA) is in receipt of the September 11, 2009 correspondence stating that the Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration, will initiate a Tier 1 Environmental Assessment for proposed transportation improvements associated with the Chicago to St. Louis High-Speed Rail Project. The IDOT has requested IDOA comments pertaining to the information gathering phase of the Environmental Assessment (EA).

This project proposes to add high-speed passenger rail service (110 miles per hour) between Chicago, Illinois and St. Louis, Missouri. This includes the construction of a second set of tracks from Joliet to St. Louis; a second set exists from Joliet to Chicago. Your correspondence states the IDOT anticipates the vast majority of construction activities, including staging areas, will be within existing railroad rights-of-way. Work done outside the railroad rights-of-way includes minor ditching, bridge, culvert and station work.

IDOA submitted comments in August 2000 for the Chicago-St. Louis High-Speed Rail Draft Environmental Impact Statement that expressed significant concerns for safety associated with the development of high-speed rail service in this corridor. The Department continues to voice its concerns with the need for safety when providing landowners' access to properties in agricultural use. This includes any road closures that may occur in order to implement high-speed passenger rail service as well as adverse travel time that results from restricted access to properties. In addition, the IDOA is concerned about the possibility of significant land acquisition beyond the existing railroad right-of-way.

The IDOA looks forward to participating in the upcoming study and the development of the Tier 1 Environmental Assessment.

Sincerely,

Steven D. Chard

Steven D. Chard, Acting Chief
Bureau of Land and Water Resources

SDC:TS

cc: Director Tom Jennings, IDOA; Jared Thornley, IDOA; Larry O'Brien, IDOA; Warren Goetsch, IDOA; Agency project file

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

September 21, 2009

Mr. Russell Bradley
Kickapoo Tribe of Kansas
P.O. Box 271
1107 Goldfinch Road
Horton, KS 66439

SUBJECT: Initial Section 106 Coordination for the Proposed High Speed Rail – Chicago – St. Louis Corridor
Cook, Will, Kankakee, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison and St Clair Counties, Illinois

Dear Mr. Bradley:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

This project, which is part of the Midwest Regional Rail Initiative, proposes to add high-speed passenger rail service between Chicago, Illinois and St. Louis, Missouri. Initially, the service will include three round-trip passenger trains operating at a maximum speed of 110 miles per hour (mph) and one at a maximum speed of 79 mph between Joliet and St. Louis. On completion of all improvements envisioned for the line from Joliet to St. Louis, the expected service plan is to operate five round-trips per day at a maximum speed of 110 mph.

The proposed passenger rail service would cross the Mississippi River from East St. Louis, Illinois to St. Louis, Missouri on the MacArthur Bridge. Work on this bridge, if any, would be limited to track and/or tie replacement. The project is shown in the attached figure.

In Illinois, the project will rehabilitate roadbed; replace ties, rail and ballast; and install or upgrade train signaling where necessary. It is anticipated that the vast majority of construction activities, including staging areas, will be within existing railroad rights-of-way. Work done outside of the railroad right-of-way includes minor ditching, bridge, culvert and station work.

The development of high speed rail within this corridor was first studied in 1979. In 1992 the Secretary of Transportation designated the Chicago-St. Louis line as part of the "Chicago Hub Network" high-speed rail corridor. This led to a Financial and Implementation Plan (May 1994) and the concept and corridor were validated in the commercial feasibility study released by the FRA, High-Speed Ground Transportation for America (August 1996). A Final Environmental Impact Statement for the Chicago-St. Louis High Speed Rail Project was issued in January 2003, followed by inclusion as a key component in

the Midwest Regional Rail System report in September 2004. The Record of Decision (ROD) on the EIS for the Chicago-St. Louis HSR Project was executed on January 8, 2004.

The comments and material you supply will be used to determine if the proposed improvements may have impacts that warrant further consideration and are consistent with future long-term development plans within the study corridor. Your comments will be incorporated into the environmental planning process and Environmental Assessment document as appropriate.

This Tier 1 EA is identified by FRA as an essential first step in the development of an intercity passenger rail corridor. The focus of the Tier 1 EA will be on establishing purpose and need, estimating ridership, identifying potential environmental impacts and mitigation measures, selecting the preferred corridor, identifying the station stops, specifying the service levels, defining the type of operations, identifying improvements needed to support the proposed operations and service levels, and identifying the logical next phases. The specific construction activities would be identified and evaluated at a Tier 1 or programmatic level in the Tier 1 EA and then evaluated in greater detail in subsequent Tier 2 NEPA documents.

This Tier 1 EA is needed to complete a Track 2 application for a High-Speed Intercity Rail Program (HSIRP) grant. One of the requirements for submitting a Track 2 application to FRA is the preparation of a "corridor-wide" National Environmental Policy Act (NEPA) study. One of the important elements of this study is an assessment of potential impacts to Historic and Cultural Resources in accordance with the National Historic Preservation Act of 1966 as amended (NHPA). NHPA recognizes that federally funded undertakings, like the subject project, can affect historic properties, such as those with religious, cultural, and/or historic significance. In accordance with the regulations in 36 CFR 800, implementing compliance with Section 106 of the NHPA, we are initiating consultation with you, as the designated point of contact for your tribe, to determine if you have information you could share regarding tribal concerns in the project area. In addition, we would like to know if you wish to be a Section 106 consulting party on the project. Early awareness of your concerns can serve to protect cultural properties considered important by your tribe.

If you act as a consulting party you will receive cultural resource assessment reports and related documentation, be invited to attend project meetings with FRA, IDOT, and the Illinois State Historic Preservation Office (SHPO) and be asked to provide input throughout the process.

If you wish to participate as a consulting party or if you have any questions or comments about the project, please contact Barbara Stevens of the Illinois Department of Transportation at (217) 785-4245, or by email at Barbara.Stevens@Illinois.gov.

The Federal Railroad Administration thanks you in advance for your prompt review and responses to our request for comments.

Sincerely,

Wendy Messenger

Wendy Messenger
Environmental Protection Specialist

Enclosures:
Project Overview
Map of Project Limits

cc: George Weber, Barbara Stevens – Illinois Department of Transportation
Phil Pasterak, Tim Selover – Parsons Brinckerhoff

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

September 21, 2009

Ms. Clarice M. Werle
Forest County Potawatomi Community
P.O. Box 340
Crandon, WI 54520

SUBJECT: Initial Section 106 Coordination for the Proposed High Speed Rail – Chicago – St. Louis Corridor
Cook, Will, Kankakee, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison and St Clair Counties, Illinois

Dear Ms. Werle:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

This project, which is part of the Midwest Regional Rail Initiative, proposes to add high-speed passenger rail service between Chicago, Illinois and St. Louis, Missouri. Initially, the service will include three round-trip passenger trains operating at a maximum speed of 110 miles per hour (mph) and one at a maximum speed of 79 mph between Joliet and St. Louis. On completion of all improvements envisioned for the line from Joliet to St. Louis, the expected service plan is to operate five round-trips per day at a maximum speed of 110 mph.

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The development of high speed rail within this corridor was first studied in 1979. In 1992 the Secretary of Transportation designated the Chicago-St. Louis line as part of the "Chicago Hub Network" high-speed rail corridor. This led to a Financial and Implementation Plan (May 1994) and the concept and corridor were validated in the commercial feasibility study released by the FRA, High-Speed Ground Transportation for America (August 1996). A Final Environmental Impact Statement for the Chicago-St. Louis High Speed Rail Project was issued in January 2003, followed by inclusion as a key component in

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This Tier 1 EA is identified by FRA as an essential first step in the development of an intercity passenger rail corridor. The focus of the Tier 1 EA will be on establishing purpose and need, estimating ridership, identifying potential environmental impacts and mitigation measures, selecting the preferred corridor, identifying the station stops, specifying the service levels, defining the type of operations, identifying improvements needed to support the proposed operations and service levels, and identifying the logical next phases. The specific construction activities would be identified and evaluated at a Tier 1 or programmatic level in the Tier 1 EA and then evaluated in greater detail in subsequent Tier 2 NEPA documents.

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If you act as a consulting party you will receive cultural resource assessment reports and related documentation, be invited to attend project meetings with FRA, IDOT, and the Illinois State Historic Preservation Office (SHPO) and be asked to provide input throughout the process.

If you wish to participate as a consulting party or if you have any questions or comments about the project, please contact Barbara Stevens of the Illinois Department of Transportation at (217) 785-4245, or by email at Barbara.Stevens@Illinois.gov.

The Federal Railroad Administration thanks you in advance for your prompt review and responses to our request for comments.

Sincerely,

Wendy Messenger

Wendy Messenger
Environmental Protection Specialist

Enclosures:
Project Overview
Map of Project Limits

cc: George Weber, Barbara Stevens – Illinois Department of Transportation
Phil Pasterak, Tim Selover – Parsons Brinckerhoff

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

September 21, 2009

Ms. Trayce Stanhoff
Prairie Band ofPotawatomi Nation
16281 Q Road
Mayetta, KS 66509

SUBJECT: Initial Section 106 Coordination for the Proposed High Speed Rail – Chicago – St. Louis Corridor
Cook, Will, Kankakee, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison and St Clair Counties, Illinois

Dear Ms. Stanhoff:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

This project, which is part of the Midwest Regional Rail Initiative, proposes to add high-speed passenger rail service between Chicago, Illinois and St. Louis, Missouri. Initially, the service will include three round-trip passenger trains operating at a maximum speed of 110 miles per hour (mph) and one at a maximum speed of 79 mph between Joliet and St. Louis. On completion of all improvements envisioned for the line from Joliet to St. Louis, the expected service plan is to operate five round-trips per day at a maximum speed of 110 mph.

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The development of high speed rail within this corridor was first studied in 1979. In 1992 the Secretary of Transportation designated the Chicago-St. Louis line as part of the "Chicago Hub Network" high-speed rail corridor. This led to a Financial and Implementation Plan (May 1994) and the concept and corridor were validated in the commercial feasibility study released by the FRA, High-Speed Ground Transportation for America (August 1996). A Final Environmental Impact Statement for the Chicago-St. Louis High Speed Rail Project was issued in January 2003, followed by inclusion as a key component in

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The Federal Railroad Administration thanks you in advance for your prompt review and responses to our request for comments.

Sincerely,

Wendy Messenger

Wendy Messenger
Environmental Protection Specialist

Enclosures:
Project Overview
Map of Project Limits

cc: George Weber, Barbara Stevens – Illinois Department of Transportation
Phil Pasterak, Tim Selover – Parsons Brinckerhoff

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

September 21, 2009

Mr. Tony Salazar
Kickapoo Tribe of Oklahoma
P.O. Box 70
McCloud, OK 74851

SUBJECT: Initial Section 106 Coordination for the Proposed High Speed Rail – Chicago – St. Louis Corridor
Cook, Will, Kankakee, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison and St Clair Counties, Illinois

Dear Mr. Salazar:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

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The development of high speed rail within this corridor was first studied in 1979. In 1992 the Secretary of Transportation designated the Chicago-St. Louis line as part of the "Chicago Hub Network" high-speed rail corridor. This led to a Financial and Implementation Plan (May 1994) and the concept and corridor were validated in the commercial feasibility study released by the FRA, High-Speed Ground Transportation for America (August 1996). A Final Environmental Impact Statement for the Chicago-St. Louis High Speed Rail Project was issued in January 2003, followed by inclusion as a key component in

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Sincerely,

Wendy Messenger

Wendy Messenger
Environmental Protection Specialist

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cc: George Weber, Barbara Stevens – Illinois Department of Transportation
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U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

September 21, 2009

Mr. Kenneth Meshiguad
Hannahville Indian Community
N14911 Hannahville B1 Rd.
Wilson, MI 49896-9728

SUBJECT: Initial Section 106 Coordination for the Proposed High Speed Rail – Chicago – St. Louis Corridor
Cook, Will, Kankakee, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison and St Clair Counties, Illinois

Dear Mr. Meshiguad:

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Environmental Protection Specialist

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U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

September 21, 2009

Mr. John A. Barrett
Citizen Potawatomi Nation
1601 S. Gordon Cooper Drive
Shawnee, OK 74801

SUBJECT: Initial Section 106 Coordination for the Proposed High Speed Rail – Chicago – St. Louis Corridor
Cook, Will, Kankakee, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison and St Clair Counties, Illinois

Dear Mr. Barrett:

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Environmental Protection Specialist

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Phil Pasterak, Tim Selover – Parsons Brinckerhoff

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

September 21, 2009

Mr. Ed Rodgers
Quapaw Tribe of Indians
P.O. Box 765
Quapaw, OK 74354

SUBJECT: Initial Section 106 Coordination for the Proposed High Speed Rail – Chicago – St. Louis Corridor
Cook, Will, Kankakee, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison and St Clair Counties, Illinois

Dear Mr. Rodgers:

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U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

September 21, 2009

Mr. John P. Froman
Peoria Tribe of Indians of Oklahoma
P.O. Box 1527
Miami, OK 74355

SUBJECT: Initial Section 106 Coordination for the Proposed High Speed Rail – Chicago – St. Louis Corridor
Cook, Will, Kankakee, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison and St Clair Counties, Illinois

Dear Mr. Froman:

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Wendy Messenger
Environmental Protection Specialist

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cc: George Weber, Barbara Stevens – Illinois Department of Transportation
Phil Pasterak, Tim Selover – Parsons Brinckerhoff

Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

September 24, 2009

Mr. Mark Miles
Deputy State Historic Preservation Officer
Missouri Department of Natural Resources
P.O. Box 176
Jefferson City, MO 65102

Dear Mr. Miles:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Railroad Administration (FRA) is initiating the information gathering phase of the Environmental Assessment (EA) for the proposed improvements included in the Chicago to St. Louis High-Speed Rail Project. Because the project may affect your area of expertise, your facilities, or your activities or programs, we are seeking your comments on this project.

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This Tier 1 EA is needed to complete a Track 2 application for a High-Speed Intercity Rail Program (HSIRP) grant. On April 16, 2009, President Obama, together with Vice President Biden and Secretary of Transportation LaHood, announced a new vision for developing high-speed rail in America. They called for a collaborative effort among the Federal Government, States, railroads, and other key stakeholders to help transform America's transportation system through a national network of high-speed rail corridors. This notice builds on this "Vision for High-Speed Rail" (available on FRA's Web site) by detailing the application requirements and procedures for obtaining funding for high-speed and intercity passenger rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA) and the Department of Transportation Appropriations Acts of 2008 and 2009 (FY 2008/2009 DOT Appropriations Act), while laying the foundation for a longer-term program to establish a network of high-speed rail corridors.

The enclosed information should help you understand the nature of the project and location of the proposed railway improvement. Because this effort is part of an ARRA grant application, we are operating under an accelerated schedule and would appreciate comments by October 2, 2009.

If you have any questions about the project, please do not hesitate to contact Barbara Stevens at (217) 785-4245, or by email at Barbara.Stevens@Illinois.gov.

The Illinois Department of Transportation thanks you in advance for your prompt review and responses to our request for comments.

Sincerely,

George Weber
Bureau of Railroads, Bureau Chief

Enclosures:
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Map of Project Limits

cc: Barbara Stevens – IDOT, Bureau of Design and Environment
Tim Selover, Phil Pasterak – Parsons Brinckerhoff

Chapter 5

List of Preparers

5.0 LIST OF PREPARERS

Name	Primary Responsibilities
Federal Railroad Administration	
Dick Cogswell	Document Review
Wynne Davis	Document Review
Dharm Guruswamy	Document Review
Wendy Messenger	Document Review
Ramon Munoz-Raskin	Document Review
Andrew Nothstine	Document Review
Joy Park	Document Review
David Valenstein	Document Review
Illinois Department of Transportation	
Rich Christopher	Document Review
Mike Garcia	Document Review
Barbara Stevens	Document Review
George Weber	Document Review
Walt Zyznieuski	Document Review
Parsons Brinckerhoff	
Timothy Selover	Project Manager
Ron Shimizu, Tom Coleman	Purpose and Need
Ron Shimizu, Rich Juvinall, Chuck Collins	Alternatives
Joel Soden, Dean Englund	Air Quality / Energy
Rob Greene, Kevin Keller	Noise and Vibration
Bill Rice	Visual
David Gloss	Transportation
Tom Coleman, Andy Heidel	Socioeconomics
Tom Coleman, Mary DeBacker	Environmental Justice/Barriers to the Elderly and Handicapped
Mary DeBacker	Public Health and Safety
Dave VanGoethem, Mark Henne	Hazardous Materials
Robbie D. Jones, Henry Ward	Cultural Resources
Jack Heiss	Construction Impacts
Tom Coleman	Secondary and Cumulative Impacts

Name	Primary Responsibilities
Carolyn Trindle	List of Preparers, Distribution List, Document Preparation/Technical Editor
Kara Swanson	Natural Resource Quality Assurance
Lisa Zeimer	Quality Assurance
Andy Heidel	Exhibits
Huff & Huff	
Erica Spolar, Linda Huff	Floodplains, Agriculture, Wetlands, Secondary and Cumulative Impacts
Linda Huff	Agriculture
Sean LaDieu	Water Quality and Water Resources
Jim Novak	Ecological Systems, Threatened and Endangered Species
	Secondary and Cumulative Impacts
Midwest Archaelogical Research Services	
Rochelle Lurie	Archaeological Resources
Clare Tomlie	Archeological Resources

Chapter 6

Distribution List

6.0 DISTRIBUTION LIST

6.1 Agency Coordination

6.1.1 Federal Agencies

Advisory Council on Historic Preservation
Federal Emergency Management Agency
Federal Highway Administration, Illinois Division
Federal Transit Administration, Region 5
National Park Service
U.S. Army Corps of Engineers, Chicago District
U.S. Army Corps of Engineers, Rock Island District
U.S. Army Corps of Engineers, St. Louis District
U.S. Coast Guard, Eighth District
U.S. Coast Guard, Ninth District
U.S. Department of Agriculture
U.S. Department of Housing and Urban Development
U.S. Department of the Interior, Fish & Wildlife, Chicago Field Office
U.S. Department of the Interior, Fish & Wildlife, Rock Island Field Office
U.S. Department of the Interior, Fish & Wildlife, Marion Illinois Suboffice
U.S. Department of the Interior, Illinois & Michigan Canal
U.S. Department of the Interior, Office of Environmental Policy and Compliance
U.S. Environmental Protection Agency, Region 5
U.S. Environmental Protection Agency, Region 7
U.S. Senator Richard Durbin
U.S. Senator Roland Burris
U.S. Senator Kit Bond
U.S. Senator Claire McCaskill
U.S. Representative, Bobby Rush, District No. 1
U.S. Representative, Jessie Jackson, Jr., District No. 2
U.S. Representative, Daniel Lipinski, District No. 3
U.S. Representative, Luis Gutierrez, District No. 4
U.S. Representative, Danny Davis, District No. 7
U.S. Representative, Debbie Halvorsen, District No. 11
U.S. Representative, Jerry Costello, District No. 12
U.S. Representative, Judy Biggert, District No. 13
U.S. Representative, Timothy Johnson, District No. 15
U.S. Representative, Aaron Schock, District No. 18
U.S. Representative, John Shimkus, District No. 19
U.S. Representative, Lacy Clay, District No. 1 (Missouri)

6.1.2 State Agencies

Illinois Commerce Commission
Illinois Department of Agriculture
Illinois Department of Commerce and Economic Opportunity
Illinois Department of Natural Resources
Illinois Department of Public Health
Illinois Environmental Protection Agency
Illinois Geological Survey
Illinois Historic Preservation Agency
Illinois Natural History Survey
Illinois Nature Preserves Commission
Illinois State Library
Illinois State Water Survey
Missouri Department of Transportation

6.1.3 Other Agencies/Commissions

Bi-State Development Agency / Metro
Bloomington-Normal Public Transit System
Chicago Metropolitan Agency for Planning
East-West Gateway Council of Governments
Greater Egypt Regional Planning and Development Commission
Kankakee County Regional Planning Commission
Logan County Regional Planning Commission
Madison County Transit District
McLean County Regional Planning Commission
Regional Transportation Authority
Southwestern Illinois Metropolitan Planning Commission
Springfield Mass Transit District
Springfield-Sangamon County Regional Planning Commission
West Central Valley Regional Planning Commission

6.1.4 Counties

Cook
Will
Kankakee
Grundy
Livingston
McLean

Logan
Sangamon
Macoupin
Jersey
Madison
St. Clair
St. Louis (Missouri)

6.1.5 Local Communities and Jurisdictions

Alton
Aroma Park
Atlanta
Auburn
Bloomington
Blue Island
Bourbannais
Braceville
Bradley
Braidwood
Brighton
Broadwell
Carlinville
Cayuga
Chatham
Chenoa
Chicago
Dwigh
East Alton
East St. Louis
Elkhart
Elwood
Frankfort
Funks Grove
Gardner
Garfield
Girard
Godfrey
Godley
Goodfarm
Granite City
Grant Park

Hartford
Hopkins Park
Joliet
Kankakee
Lawndale
Lemont
Lexington
Lincoln
Madison
Manteno
McLean
Midlothian
Miles Station
Mokena
Momence
Monee
New Lenox
Nilwood
Normal
Oak Forest
Odell
Orland Park
Park Forest
Peotone
Plainview
Pontiac
Reddick
Robbins
Sherman
Shipman
Springfield
St. Louis
Summit
Thayer
Tinley Park
Towanda
Union Hill
University Park
Venice
Virden
Williamsville
Wilmington

Wood River

6.1.6 Other Organizations

Center for Neighborhood Technology
Environmental Law and Policy Center
Illinois Farm Bureau
National Trust for Historic Preservation (Gaylord Building)
South Suburban Mayors & Managers Association
United Counties Council of Illinois
Will County Governmental League

6.1.7 Railroads

Amtrak
Belt Railway of Chicago
BNSF
Canadian National Railway
CSX Transportation
Gateway Eastern
Illinois & Midland
Indiana Harbor Belt
Kansas City Southern Railway Company
Metra
Norfolk SouthernCorporation
Terminal Railroad Association
Toledo Peoria & Western
Union Pacific Railroad Company

Chapter 7

References

7.0 REFERENCES

2007 Census of Agriculture, February 2009, updated September 2009. Illinois State and County Data, Volume 1 – Geographic Area Series – Part 13. United States Department of Agriculture.

Chicago-St. Louis High-Speed Rail Project, Final Environmental Impact Statement

www.sugargrovenaturecenter.org

http://dnr.state.il.us

http://dnr.state.il.us

US Department of the Interior, Fish and Wildlife Service, National Wetland Inventory Map, Elwood, Wilmington, Garden, Dwight, Northeast Pontiac, Southwest Pontiac, Chenoa, Lexington, Merna, Normal East, Normal West, Bloomington, Funks Grove, McLean, Lincoln East, Braidwell, Websterville, Springfield Quadrangles, various years.

US Geological Survey, 7.5 Minute Topographic Quadrangles, Chicago Loop, Berwyn, Englewood, Romeoville, Sag Bridge, Palos Park, Wilmington, Joliet, Pontiac Northeast, Mazon, Gardner, Essex, Channahon, Elwood, Odell, Pontiac Northwest, Chenoa, Lexington, Pontiac Southwest, Dwight, Bloomington West, Bloomington East, Normal East, Merna, Armington, McLean, funks Grove, Williamsville, Middletown, Broadwell, Virden North, Divernon, Springfield West, Lincoln West, Lincoln East, Springfield East, Virden South, Chatham, Carlinville West, Carlinville East, Cahokia, Summerville, Plainview, Bethalto, Brighton, Shipman, Alton, Granite City, Monks Mound, Wood River, IL. Various years.

US Department of Homeland Security, Federal Emergency Management Agency, Flood Insurance Rate Maps, Cook, DuPage, Will, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison, and St. Clair Counties, various years.

Chapter 8

Appendix

Appendix A

Hazardous Waste Summary

Chicago to St. Louis Corridor
Potentially Contaminated Sites

FOCUS MAP	MAP ID	NAME	ADDRESS	CITY	ZIP	APPROX. DIST. TO CORRIDOR (FEET)	CERCLIS	NPL	LUST	DRYCLEANERS	LANDFILLS	MO-VCP	IL INST CONTROL	MGP SITES	ENG CONTROLS	CONSENT	IL SRP	HWS	CAT	SSTS	RODS	RCRA-TSDF	Brownfields	SPILLS	CORRACTS
69	520	ST. LOUIS FMGP #2			63104	396								X											
69	520	ST. LOUIS FMGP #6			63104	397								X											
64	428	MIDWEST PETROLEUM CO. #37 / VENTURE STORE #4	2600 BELT LINE HWY.	ALTON	62002	183			X																
63	420	SMOOT OIL CO.	5610 HUMBERT RD.	ALTON	62002	161			X																
38	305	ATLANTA GARAGE	200 SOUTH WEST ARCH ST.	ATLANTA	61723	360			X																
38	305	HOPKINS AGRICULTURAL CHEM.	303 SOUTHWEST ARCH STREET	ATLANTA	61723	301												X							
38	305	HACO INC	303 W ARCH ST	ATLANTA	61723	301																			X
38	305	THOMPSON, RAY	R.R. 1, BOX 54	ATLANTA	61723	75			X																
52	382	AUBURN TOWNSHIP	14758 KENNEDY RD.	AUBURN	62615	397			X																
52	380	AUBURN, CITY OF	200 BLOCK OF WEST WASHINGTON	AUBURN	62615	393			X																
52	380	DUGAN OIL CO.	231 WEST JACKSON	AUBURN	62615	402			X																
52	380	AUBURN FERTILIZER	300 WEST JEFFERSON	AUBURN	62615	495			X																
52	380	AUBURN TIRE & SERVICE	402 WEST JACKSON	AUBURN	62615	148			X																
52	379	AUBURN, CITY OF	AUBURN SQUARE	AUBURN	62615	296			X																
33	289	AMCI	1000 BLOCK OF WEST CHESTNUT	BLOOMINGTON	61701	107			X																
33	289	AMCI (BLOOMINGTON RAIL YARD)	1000 WEST CHESTNUT STREET	BLOOMINGTON	61701	14							X				X								
33	292	MCGRATH STANDARD SERVICE STATION	1001 WEST WASHINGTON	BLOOMINGTON	61701	380			X																
33	289	MARKET STREET PC CONCRETE PLT / MCLEAN CO. ASPHALT CO.	1100 WEST MARKET ST.	BLOOMINGTON	61702	72			X																
33	289	KENT LUMBER CO. INC.	1111 WEST MARKET ST.	BLOOMINGTON	61704	83			X																
33	289	MAC'S CONVENIENCE STORES	1200 WEST MARKET STREET	BLOOMINGTON	61701	463			X															X	
33	292	NORTHERN ILLINOIS GAS	1201 WEST WASHINGTON ST.	BLOOMINGTON	61701	102			X					X			X								
33	299	MCLEAN ASPHALT	R.R. #4, YUTON RD.	BLOOMINGTON	61702	250			X																
15	203	K&J LIVE BAIT & TACKLE	105 SOUTH FRONT ST.	BRAIDWOOD	60408	233			X																
15	203	MACS CONVENIENCE STORES	105 SOUTH FRONT STREET	BRAIDWOOD	60408	233			X																
15	203	BERGMAN'S BAIT AND PET SHOP	108 NORTH FRONT STREET	BRAIDWOOD	60408	234			X				X		X		X							X	
15	209	COM ED BRAIDWOOD STATION	35100 SOUTH IL ROUTE 53	BRAIDWOOD	60407	76											X								
15	203	ILLICO INDEPENDENT OIL	RT. 113 / I-55	BRAIDWOOD	60408	226			X																
62	409	WERTS OIL CO.	100 MARKET ST.	BRIGHTON	62012	37			X																
69	503	NORFOLK SOUTHERN INC.	RT. 3 / ADAMS ST.	BROOKLYN	62059	381			X																
58	399	JOSEPH BOENTE & SONS OIL CORP.	543 WEST MAIN ST.	CARLINVILLE	62626	419			X																
58	397	WARE LUBCO INC. / WARECO SERVICE INC.	820 NORTH BROAD	CARLINVILLE	62626	367			X																
58	397	LOVELESS, MICHAEL	905 NORTH BROAD	CARLINVILLE	62626	178			X																
57	402	VALLEY STEEL PROD.	ILLINOIS ST.	CARLINVILLE	62626	413			X																
50	376	CHATHAM, VILLAGE OF	116 EAST MULBERRY ST.	CHATHAM	62629	342			X																
50	376	R.P. LUMBER CO.	200 EAST MULBERRY	CHATHAM	62629	56			X																
50	376	CHATHAM GARAGE	210 NORTH MAIN	CHATHAM	62629	395			X																
26	251	GOODIN'S SERVICE	514 NORTH DIVISION	CHENOA	61726	246			X																
3	2	M. KALLIS & COMPANY	1130 SOUTH CANAL STREET	CHICAGO	60607	494							X		X		X								
3	2	AMTRAK MAINT SHOP	1400 LUMBER	CHICAGO	60607	165			X																
3	2	AMTRAK LUMBER STREET YARD	1575 SOUTH LUMBER STREET	CHICAGO		468											X		X						
3	2	AMTRAK	1600 SOUTH LUMBER ST.	CHICAGO	60616	385			X																
3	21	OLYMPIC FREIGHT	1801 WEST 31ST PL.	CHICAGO	60608	172			X																
3	2	AIRCO INDUSTRIAL GASES	1856 S LUMBER ST	CHICAGO	60616	33			X																
3	21	OK TRUCKING CO./WINTZ PROPERTIES/DAYTON FREIGHT LINES	1940 WEST 33RD ST.	CHICAGO	60608	80			X						X		X								
3	2	ALLIED METAL CO.	2059 SOUTH CANAL ST.	CHICAGO	60616	298			X																
3	2	AMTRAK CHICAGO UNION STATION	210 S CANAL ST	CHICAGO	60606	282			X																

Chicago to St. Louis Corridor
Potentially Contaminated Sites

FOCUS MAP	MAP ID	NAME	ADDRESS	CITY	ZIP	APPROX. DIST. TO CORRIDOR (FEET)	CERCLIS	NPL	LUST	DRYCLEANERS	LANDFILLS	MO-VCP	IL INST CONTROL	MGP SITES	ENG CONTROLS	CONSENT	IL SRP	HWS	CAT	SSTS	RODS	RCRA-TSDF	Brownfields	SPILLS	CORRACTS
3	2	LAWRENCE FISHERIES	2120 SOUTH CANAL ST.	CHICAGO	60616	210			X																
3	2	CHICAGO DEPARTMENT OF TRANSPORTATIO	2148-2158 SOUTH CANAL	CHICAGO	60616	173			X																
3	2	CUNEO PRESS	2201 SOUTH GROVE STREET	CHICAGO	60621	175							X		X		X						X		
3	2	CHICAGO CITY OF DEPT OF ENV	2242 S GROVE	CHICAGO	60616	166	X																		
3	2	CUNEO PRESS	2242 SOUTH GROVE STREET	CHICAGO	60616	166							X		X		X								
3	2	2274 SOUTH ARCHER SITE LLC	2274 SOUTH ARCHER AVENUE	CHICAGO	60616	368			X																
3	17	THOMPSON, TOM	2416 SOUTH ARCHER AVENUE	CHICAGO	60616	96			X																
3	18	PEOPLES GAS AND LIGHT	2500 SOUTH CORBETT STREET	CHICAGO	60608	79	X							X			X								
3	19	KENDALL CORP MEDICAL SUPPLIES	2500 SOUTH LOOMIS ST	CHICAGO	60608	1,806	X																		
3	18	BARKER CHEM CO	2500 SOUTH SENOUR AVENUE	CHICAGO	60608	334											X								X
3	18	PREMIUM PLASTIC INC.	2601 SOUTH ARCHER AVE.	CHICAGO	60608	337			X				X		X		X								
3	21	BROWN, JAMES	2629 SOUTH FARRELL	CHICAGO	60608	330			X																
2	21	37TH PLACE LLC	2736-44 WEST 37TH PLACE	CHICAGO	60632	335			X																
3	21	SEARS ROEBUCK & CO	2800 S ASHLAND AVE	CHICAGO	60608	247			X								X								
3	21	JEFFERSON SMURFIT CORP	2828 S LOCK	CHICAGO	60608	390			X								X								
3	21	FEDERAL INTERNATIONAL CHEMICAL	2841 SOUTH ASHLAND AVENUE	CHICAGO	60608	205							X		X		X								
3	21	METZ BAKING CO	2883 SOUTH HILLOCK AVENUE	CHICAGO	60608	431			X																
3	21	ASHLAND MARKET PLACE	3000 SOUTH ASHLAND	CHICAGO	60608	355			X																
3	21	PEOPLES GAS AND LIGHT	3000-3050 PITNEY COURT	CHICAGO	60608	449								X			X								
3	21	PEOPLES GAS PITNEY COURT FORMER MGP	3052 PITNEY COURT	CHICAGO	60608	730	X																		
3	2	JAMES MCHUGH CONSTRUCTION	310 SOUTH CANAL ST.	CHICAGO	60606	287			X																
2	36	FILTER TECHNOLOGY, INC.	3150 WEST 36TH PLACE	CHICAGO	60632	334			X																
3	21	TARGET CORP.	3210 SOUTH WOLCOTT	CHICAGO	60608	388			X															X	
3	21	PEOPLES GAS LIGHT & COKE CO / RM LUCAS CO.	3211 S. WOOD ST	CHICAGO	60608	46			X															X	
3	21	WILL RENT	3228 SOUTH WOOD ST.	CHICAGO	60608	308			X																
3	21	ZALON, ERWIN	3250 SOUTH ARCHER AVE.	CHICAGO	60608	391			X																
3	21	BULK PETROLEUM	3269 SOUTH ARCHER	CHICAGO	60608	361			X																
3	2	STERLING BAY LLC	329 W 18TH ST	CHICAGO	60616	55					X														
3	21	HARLEM IRVING COMPANIES	3299 SOUTH DAMEN AVENUE	CHICAGO	60608	328							X		X		X								
3	21	FERRO-DIPIAZZA CONSTRUCTION	3333 SOUTH ARCHER AVENUE	CHICAGO	60608	326			X																
3	21	AMOCO OIL CO. #18519	3402 SOUTH ARCHER AVE.	CHICAGO	60608	319			X																
3	21	HIOTIS, PAUL	3430 SOUTH ARCHER	CHICAGO	60608	308			X																
2	35	PEOPLES GAS CRAWFORD STATION FORMER MGP	3500 S. PULASKI RD (FORMERLY	CHICAGO	60623	1,900	X																		
2	21	ARCHER FEDERAL SAVINGS	3521 SOUTH ARCHER AVE.	CHICAGO	60609	310			X																
2	21	SW TRANSPORT GROUP	3528 SOUTH LEAVITT	CHICAGO	60608	199			X																
2	21	FERRO-DIPIAZZA, INC.	3535 SOUTH OAKLEY AVENUE	CHICAGO	60609	237							X				X								
2	21	BELL PROPERTIES	3583 SOUTH ARCHER	CHICAGO	60609	297			X																
2	41	ATCHISON TOPEKA & SANTA FE RAILROAD	3611 WEST 38TH STREET	CHICAGO	60632	485			X								X								
2	21	WESTERN CAR WASH ASSOCIATES	3636 NORTH WESTERN AVENUE	CHICAGO	60609	215			X																
2	36	ACCURATE PERFORATING	3636 S KEDZIE	CHICAGO	60632	480			X																
2	21	LEBEN ASSOC.	3636 SOUTH CALIFORNIA AVE.	CHICAGO	60632	298			X								X								
2	21	NATIONAL STARCH AND CHEMICAL COMPAN	3641 SOUTH WASHTENAW AVENUE	CHICAGO	60632	278							X		X		X								
2	36	HOMAN CORP	3650 S HOMAN AVE	CHICAGO	60632	160											X	X							
2	36	W.H. BARBER COMPANY	3650A SOUTH HOMAN AVENUE	CHICAGO	60632	128							X		X		X								
2	36	TOUHY LEHIGH VENTURE	3701 SOUTH SPAULDING AVENUE	CHICAGO	60623	186											X								
2	21	QUALITY PERFORMANCE	3711 S CALIFORNIA	CHICAGO	60632	176			X																

Chicago to St. Louis Corridor
Potentially Contaminated Sites

FOCUS MAP	MAP ID	NAME	ADDRESS	CITY	ZIP	APPROX. DIST. TO CORRIDOR (FEET)	CERCLIS	NPL	LUST	DRYCLEANERS	LANDFILLS	MO-VCP	IL INST CONTROL	MGP SITES	ENG CONTROLS	CONSENT	IL SRP	HWS	CAT	SSTS	RODS	RCRA-TSDF	Brownfields	SPILLS	CORRACTS
2	21	CHICAGO METAL ROLLED PRODUCTS CO.	3715 SOUTH MAPLEWOOD	CHICAGO	60632	162			X																
2	21	CHICAGO METAL ROLLED PRODUCTS CO.	3715 SOUTH ROCKWELL	CHICAGO	60603	185			X																
2	21	ROWAN, RICHARD	3724 SOUTH WASHTENAW	CHICAGO	60632	270			X																
2	36	NATIONAL RAILROAD PASSENGER CORP.	3727 SOUTH SACRAMENTO AVE.	CHICAGO	60632	418			X																
2	49	ARTHUR E. NELSON, ESTATE OF	3905 SOUTH PULASKI RD.	CHICAGO	60632	404			X																
2	49	CESCOE	3939 KARLOV	CHICAGO	60632	430			X																
3	2	PELICAN CONSTRUCTION COMPANY	418-448 WEST 18TH STREET	CHICAGO	60616	175											X								
2	54	PAT'S J S AUTOMOTIVE	4219 SOUTH CICERO AVENUE	CHICAGO	60632	130											X								
2	54	BP PRODUCTS NORTH AMERICA, INC.	4247 SOUTH CICERO	CHICAGO	60632	282			X																
2	65	GLENN YARD	4700 SOUTH MERRIMAC AVENUE	CHICAGO	60638	436											X								
6	73	MANLEY STORAGE PARTNERS	5201 SOUTH HARLEM	CHICAGO	60638	420			X																
3	2	U.S. EPA REGION 5 REGIONAL LABORATORY	536 S. CLARK ST., 10TH FLOOR	CHICAGO	60605	2,116	X																		
3	2	BENNETT & KAHNWEILER	561 WEST CONGRESS	CHICAGO	60607	498			X																
3	2	U.S. POSTAL SERVICE	740 SOUTH CANAL STREET	CHICAGO	60607	356			X																
3	21	PEOPLES GAS SOUTH STATION FORMER MGP	NW CORNER OF ELEANOR AND	CHICAGO	60608	801	X																		
20	222	DWIGHT, VILLAGE OF	113 EAST CHIPPEWA ST.	DWIGHT	60420	326			X																
20	222	DEMSEY DODGE CHRYSLER PLYMOUTH	209 SOUTH PRAIRIE	DWIGHT	60420	265			X																
20	220	EVERGREEN FS, INC.	808 NORTH UNION STREET	DWIGHT	60420	397			X																
20	222	DWIGHT, VILLAGE OF	INTERSECTION OF CHIPPAWA /	DWIGHT	60420	222			X																
69	522	ACF INDUSTRIES INC	100 TRENDLEY AVE.	E ST LOUIS	62201	200											X								
66	436	ARST SALVAGE		EAST ALTON		33												X	X						
66	436	SMITH, GEORGE	RT. 143 / HAYNES AVE.	EAST ALTON	62024	20			X																
69	514	TCBS, LLC	306 EAST BROADWAY	EAST ST. LOUIS	62201	441							X				X								
69	508	ILLINOIS POWER TOWN GAS PLANT	BROOKLYN NORTH OF MISSOURI AVE	EAST ST. LOUIS	62205	160								X											
2	59	WEST COOK TRANSFER STATION(ACTIVE)	6201 W.CANAL BANK ROAD	FOREST VIEW		458					X														
18	213	UNION PACIFIC RR	LIBERTY ST. / DIVISION ST.	GARDNER	60424	122			X																
63	418	OWENS-BROCKWAY GLASS CONTAINER INC	315 TOLLE LANE	GODFREY	62035	138											X								X
67	479	AFFILIATED METALS CO.	1101 16TH ST.	GRANITE CITY	62040	411			X																
67	0	METALICO-GRANITE CITY INC	1200 16TH ST	GRANITE CITY	62040	881	X	X							X						X				X
67	479	AMERICAN COLLOID CO	1601 WALNUT ST	GRANITE CITY	62040	206			X																
68	479	B&L IND. SYSTEMS	2241 ADAMS ST.	GRANITE CITY	62040	444			X																
68	471	MOBIL OIL CORP.	3999 NAMEOKI RD.	GRANITE CITY	62040	398			X																
68	470	SCUDDER, JOANNE S.	4170 NAMEOKI RD.	GRANITE CITY	62040	217			X																
68	476	GRANITE CITY LANDSCAPE TRANSFER (AC	800 25TH ST.	GRANITE CITY		85					X														
68	479	JENNISON-WRIGHT CORP THE	900 W 22ND ST	GRANITE CITY	62040	391	X	X							X						X				X
66	455	ONDEO-NALCO / PREMCOR REFINING GROUP, INC.	201 E HAWTHORNE	HARTFORD	62048	88					X						X								
66	453	PREMCOR REFINING GROUP INC	HAWTHORNE ST	HARTFORD	62048	566	X																		
12	176	CYTIC INDUSTRIES		JOLIET		410													X						
12	176	JOLIET ROSE STREET DUMP		JOLIET		150					X														
12	174	CYTEC INDUSTRIES INC JOLIET	1306 MCKINLEY AVE	JOLIET	60434	1,084	X										X								
10	164	158 SCOTT, LLC	158 NORTH SCOTT STREET	JOLIET	60431	349											X								
10	167	AJAX CLEANERS & LAUNDRY INC	324 SOUTH CHICAGO STREET	JOLIET	60433	449				X															
12	0	US ARMY JOLIET ARMY AMMO PLT UNIROYAL	6 MI S OF ELWOOD OFF RTE 53	JOLIET	60481	6,640	X	X							X						X				X
10	167	JOLIET MASS TRANSIT DISTRICT	9 OSGOOD ST	JOLIET	60433	427			X																
14	0	JOLIET ARMY AMMUNITION PLANT (LOAD-ASSEMBLY-PACKING	HWY 53 & ARSENAL AVE	JOLIET	60434	14,327	X	X							X						X	X			X
10	164	JOLIET UNION STATION	JEFFERSON / SCOTT	JOLIET	60432	295			X																

Chicago to St. Louis Corridor
Potentially Contaminated Sites

FOCUS MAP	MAP ID	NAME	ADDRESS	CITY	ZIP	APPROX. DIST. TO CORRIDOR (FEET)	CERCLIS	NPL	LUST	DRYCLEANERS	LANDFILLS	MO-VCP	IL INST CONTROL	MGP SITES	ENG CONTROLS	CONSENT	IL SRP	HWS	CAT	SSTS	RODS	RCRA-TSDF	Brownfields	SPILLS	CORRACTS
10	161	BURLINGTON NORTHERN & SANTA FE RAIL	STATE RT. 53 / COLUMBIA ST.	JOLIET	60432	308			X																
8	126	CECO CORPORATION, THE	1/8MI OFF STEPHEN STREET	LEMONT	60439	133																X			X
8	114	NORTHEAST ILLINOIS RAILROAD	100 STATE ST.	LEMONT	60439	157			X								X								
8	115	K A STEEL CHEMICALS INC	1001 MAIN ST.	LEMONT	60439	51														X					
8	102	HANNAH MARINE CORP	13155 GRANT ROAD	LEMONT	60439	385	X																		
8	104	IMTT-LEMONT	13589 MAIN STREET	LEMONT	60439	301											X								X
8	113	K-FIVE CONSTRUCTION CORP.	1801 MAIN ST.	LEMONT	60439	155			X																
8	114	TRI-COUNTY BUILDING	206 MAIN STREET	LEMONT	60439	110											X								
8	114	LEWIS TERRY RESIDENCE	304 STEPHEN STREET	LEMONT	60439	308	X																		
8	114	MP LEMONT LLC	340 RIVER STREET	LEMONT	60439	450											X								
8	115	LEMONT HIGH SCHOOL DISTRICT #210	407 PRUXNE	LEMONT	60439	463			X																
8	114	UNK	411 TALCOTT AVE.	LEMONT		181			X																
8	114	HOSTER'S AUTOBODY	427-449 TALCOTT AVENUE	LEMONT	60439	183											X								
8	114	TALCOTT BLDG. PARTNERSHIP	429 TALCOTT ST.	LEMONT	60439	193			X																
8	114	STEGER AUTOMOTIVE	500 MAIN ST	LEMONT	60439	27			X																
8	115		ILLINOIS / MAIN	LEMONT	60439	46																		X	
8	115		MAIN / PRUXNE ST	LEMONT	60439	39																		X	
8	114	NORTHERN ILLINOIS GAS	MAIN STREET AND LOCKPORT ROAD	LEMONT	60439	167								X											
8	117	J.J. SCHULTZ CONTAINERS	NEW ROAD	LEMONT	60439	211												X	X						
4	0	LENZ OIL SERVICE INC	RTE 83 & JEANS RD	LEMONT	60439	2,646	X	X							X				X		X				
28	258	MCLEAN COUNTY SERVICE CO.	209 SOUTH GROVE ST.	LEXINGTON	61753	488			X																
28	258	JOHN'S PAINT & BODY	308 SOUTH GROVE	LEXINGTON	61753	359			X																
28	258	ANDERSON, BETTY	310 SOUTH GROVE ST.	LEXINGTON	61753	350			X																
28	258	FASKING, WILLIAM	506 WEST MAIN	LEXINGTON	61753	309			X																
28	258	COLCLASURE INC.	605 WEST MAIN	LEXINGTON	61753	74			X																
40	317	WILLIAMS, PERRY	101 NORTH LOGAN ST.	LINCOLN	62656	463			X																
40	317	AMOCO OIL CO.	103 SOUTH LOGAN	LINCOLN	62656	465			X																
40	317	MYERS INDUSTRIES INC.	109 THIRD ST.	LINCOLN	62656	115			X																
40	314	SAINT-GOBAIN CONTAINERS	1200 NORTH LOGAN STREET	LINCOLN	62656	464			X																
39	319	LINCOLN ILLINOIS MERCURY SPILL	312 S. COLLEGE ST	LINCOLN	62656	2,299	X																		
40	317	PARKER GRIEME INSURANCE	321 PULASKI ST.	LINCOLN	62656	8			X																
40	316	MARATHON OIL CO.	601 KEOKUK ST.	LINCOLN	62656	462			X																
40	316	JONES, E.WOODROW	609 KEOKUK	LINCOLN	62656	276					X														
40	316	LOGAN COUNTY HARDWARE	714 KEOKUK	LINCOLN	62656	213			X																
39	326	LINCOLN MUNICIPAL	OLD US RTE 55 & BROADWELL DR	LINCOLN	62656	1,304	X																		
40	317	LINCOLN TOWN GAS PLANT	SE CORNER THIRD AND DECATUR	LINCOLN	62656	76								X											
11	144	GLOBE OIL		LOCKPORT		249					X														
11	139	TEXACO INC		LOCKPORT		333					X														
11	148	WASTELAND INCORPORATED		LOCKPORT		382					X														
11	141	LOCKPORT, CITY OF	10TH / COMMERCE	LOCKPORT	60441	35			X																
11	139	SEG ENTERPRISES	111 N. STATE ST.	LOCKPORT		215											X							X	
11	141	NICOR GAS	115 WEST DIVISION STREET	LOCKPORT	60441	207								X			X								
11	141	MOBIL OIL CORP.	1228 SOUTH STATE ST.	LOCKPORT	60441	206			X																
11	141	ILLINOIS BELL TELEPHONE	123 EAST 10TH ST.	LOCKPORT	60441	311			X																
8	125	UNOCAL LOCKPORT VALVE STATION	12696 NEW AVENUE	LOCKPORT	60441	167											X								
11	141	LOCKPORT AUTO SALES	1405 S. STATE ST.	LOCKPORT		227											X							X	

Chicago to St. Louis Corridor
Potentially Contaminated Sites

FOCUS MAP	MAP ID	NAME	ADDRESS	CITY	ZIP	APPROX. DIST. TO CORRIDOR (FEET)	CERCLIS	NPL	LUST	DRYCLEANERS	LANDFILLS	MO-VCP	IL INST CONTROL	MGP SITES	ENG CONTROLS	CONSENT	IL SRP	HWS	CAT	SSTS	RODS	RCRA-TSDF	Brownfields	SPILLS	CORRACTS
8	135	LOCKPORT CANAL INDUSTRIAL PARK	15160 NEW AVENUE	LOCKPORT	60441	99							X				X								
11	141	CLARK OIL & REFINING	1626 STATE ST.	LOCKPORT	60441	251			X																
11	141	FAZIO CAR CTR	1811 S STATE	LOCKPORT	60441	341			X																
11	139	MOBIL OIL CORP SS NO 05 BCC	201 S STATE	LOCKPORT	60441	209			X																
10	152	WASTELAND LANDFILL	2805 LOCKPORT ROAD	LOCKPORT	60441	482	X																		
11	139	TEXACO INC TEXACO USA DIVISION	2ND & STATE STREET	LOCKPORT	60441	228																X			X
11	141	LOCKPORT GAS COMPANY	300 WEST 17TH STREET	LOCKPORT	60441	253								X											
11	139	LAUREL GROUP	301 SOUTH STATE STREET	LOCKPORT	60441	234			X				X		X		X						X		
11	139	SPEEDWAY 5381	314 S STATE ST	LOCKPORT	60441	226			X																
11	140	SHELL OIL PRODUCTS US	518 SOUTH STATE STREET	LOCKPORT	60441	227			X																
11	141	PEOPLE'S CLEANERS	917 SOUTH STATE STREET	LOCKPORT	60441	229			X															X	
33	273	PEOPLE'S BANK	101-111 WEST BEAUFORT STREET	NORMAL	61761	197							X		X		X								
33	273	EXPRESS MART, INC.	108 NORTH LINDEN ST.	NORMAL	61761	274			X																
33	273	MODEL PARIS DRY CLEANERS / PEOPLE'S BANK	111 W. BEAUFORT ST.	NORMAL	61761	197			X															X	
33	281	PHIL JORDAN SERVICE	1200 SOUTH MAIN	NORMAL	61761	452			X															X	
31	270	HOFFMAN-OCHS CONSTRUCTION	1214 EAST FORT JESSE ROAD	NORMAL	61761	234			X								X		X						
33	273	FEENEY OIL CO.	208 EAST PARKINSON RD.	NORMAL	61761	155			X																
33	273	CAPITAL DEVELOPMENT BOARD / ILLINOIS STATE UNIVERSITY	309 BEAUFORT STREET	NORMAL	61761	159			X																
33	273	GAS & MINI MART	315 WEST BEAUFORT	NORMAL	61761	159			X																
33	273	BROCK OIL CO.	BEAUFORD / BROADWAY	NORMAL	61761	168			X																
22	228	UPTOWN SERVICE	200 WEST HAMILTON	ODELL	60460	15			X																
5	96	MAPLE LAKE DRUMS	95TH & WOLF ROAD	PALOS HILLS	60480	1,719	X																		
60	403	GENERAL STORE	10991 SHIPMAN RD.	PLAINVIEW	62676	72			X																
23	233	MEIER OIL CO.	1226 NORTH DIVISION ST.	PONTIAC	61764	410			X																
26	245	PRAIRIE CENTRAL COOPERATIVE	12877 EAST 1233 NORTH RD.	PONTIAC	61764	215			X																
23	234	RINGIER AMERICA INC., PONTIAC DIVIS	1600 NORTH MAIN	PONTIAC	61764	29			X																
23	241	STANS RENTAL	501B SOUTH LADD	PONTIAC	61764	89			X																
23	238	NORTHERN ILLINOIS GAS	716 WATER STREET	PONTIAC	61764	310								X											
23	238	NICOR GAS	722 WATER STREET	PONTIAC	61764	13								X											
23	238	DAIRY MART CONVENIENCE STORE	741 WEST HOWARD ST.	PONTIAC	61764	257			X																
23	241	THORNTON'S	948 WEST REYNOLDS STREET	PONTIAC	61764	110			X																
23	241	ILLINOIS STATE POLICE, DIST. 6	DIST. 6 COSM. CTR. AP RD.	PONTIAC	61764	223			X																
23	241	CHAMPAIGN FEDERAL SAVINGS & LOAN	LADD / REYNOLDS ST.	PONTIAC	61764	83			X																
69	510	U S POSTAL SVC	1720 MARKET ST	SAINT LOUIS	63155	1,988	X																		
59	406	WERTS OIL COMPANY	646 WEST RAILROAD ST.	SHIPMAN	62685	357			X																
59	404	SHIPMAN ELEVATOR CO.	PRAIRIE ST.	SHIPMAN	62685	228			X																
48	362	GIETL BROTHERS INC.	101 SOUTH 2ND	SPRINGFIELD	62701	411			X																
46	358	TUXHORN GARAGE	1158 NORTH 6TH	SPRINGFIELD	62702	38			X																
46	354	Q & E PROPERTIES, INC.	1200 GRIFFITHS AVENUE	SPRINGFIELD	62702	208			X																
48	368	ILLINOIS DEPT. OF TRANSPORTATION	126 EAST ASH ST.	SPRINGFIELD	62702	424			X																
46	351	BURWELL OIL SERVICE	1400 SANGAMON AVE.	SPRINGFIELD	62707	466			X																
46	354	PROFESSIONAL DEVELOPMENT CO	1545 N 11TH ST	SPRINGFIELD	62703	463			X								X								
47	350	SOUTHERN PACIFIC TRANSPORTATION	1700-1800 BLOCK OF WARREN ST.	SPRINGFIELD	62702	346			X																
47	351	SOUTHERN PACIFIC TRANSPORTATION	1701 SANGAMON AVE.	SPRINGFIELD	62702	314			X																
46	354	FJ MURPHY & SON INC.	1800 FACTORY AVE.	SPRINGFIELD	62702	35			X																
48	368	ILLINOIS CMS/DOV	200 EAST ASH ST.	SPRINGFIELD	62706	149			X																

Chicago to St. Louis Corridor
Potentially Contaminated Sites

FOCUS MAP	MAP ID	NAME	ADDRESS	CITY	ZIP	APPROX. DIST. TO CORRIDOR (FEET)	CERCLIS	NPL	LUST	DRYCLEANERS	LANDFILLS	MO-VCP	IL INST CONTROL	MGP SITES	ENG CONTROLS	CONSENT	IL SRP	HWS	CAT	SSTS	RODS	RCRA-TSDF	Brownfields	SPILLS	CORRACTS
46	354	CHRONISTER OIL COMPANY	2026 REPUBLIC	SPRINGFIELD	62702	207			X																
46	351	TRUMAN L. FLATT TRUCKING	2300 NORTH 16TH	SPRINGFIELD	62707	298			X																
48	362	SECRETARY OF STATE	2ND / CAPITAL	SPRINGFIELD	62756	374			X																
48	362	MOTOR INN GARAGE	307-309 SOUTH 4TH	SPRINGFIELD	62701	317			X																
48	362	CENTRUM NORTH RADIO THERAPY	401 NORTH 4TH ST.	SPRINGFIELD	62702	344			X																
48	365	KOVSKI, JOHN M.D.	401 SOUTH GRAND AVE. EAST	SPRINGFIELD	62704	336			X																
48	362	ACE SIGN CO.	402 NORTH 4TH	SPRINGFIELD	62702	344			X																
48	365	MOBIL OIL #12LX8	425 SOUTH GRAND AVE.	SPRINGFIELD	62703	429			X																
48	362	HUBBARD MILLING CO.	426 NORTH 2ND ST.	SPRINGFIELD	62707	411			X																
48	365	S.S.S. DEVELOPMENT, INC.	426 SOUTH GRAND AVE. EAST	SPRINGFIELD	62704	432			X																
48	362	FRANK MASON REAL ESTATE	431 SOUTH 4TH ST.	SPRINGFIELD	62701	321			X																
48	362	MARCHAS BLDG. CORP.	4TH / MADISON	SPRINGFIELD	62702	312			X																
46	358	BRAHLER TIRE MART	7TH / NORTH GRAND	SPRINGFIELD	62702	260			X																
48	362	UPTOWN INC.	NORTHWEST CORNER 4TH /	SPRINGFIELD	62701	297			X																
69	515	ST LOUIS (EX) MEDICAL DEPOT	100 SOUTH BROADWAY	ST LOUIS	63166	2,325	X																		
69	520	GS ROBINS & CO.	126 CHOUTEAU AVENUE	ST LOUIS	63102	210				X															
69	520	CHOUTEAU PROPERTIES	524 CHOUTEAU AVE	ST LOUIS	63102	281			X																
69	520	ROSS SUNOCO	810 S 7TH ST	ST LOUIS	63102	70			X																
69	520	RALSTON PURINA	825 8TH ST	ST LOUIS	63188	185																X			X
69	521	RALSTON PURINA COMPANY	CHECKERBOARD SQUARE	ST LOUIS	63164	63			X																
69	520	TERMINAL RAILROAD ASSOCIATION	GRATIOT ST / 7TH ST	ST LOUIS	63101	101			X																
69	520	JEFFERSON NATIONAL EXPANSION	N 2ND ST & POPLAR ST	ST LOUIS	63102	1,476	X																		
69	513	MERCURY-RAY FEDERAL BUILDING	1222 SPRUCE STREET	ST. LOUIS	63103	767	X																		
69	520	CEDAR AVE DRUM	223 CEDAR	ST. LOUIS	63102	716	X																		
69	520	THOMPSON CHEMICAL COMPANY /SUPERIOR SOLVENTS	60 CHOUTEAU AVENUE	ST. LOUIS	63102	301	X								X			X						X	X
69	520	900 S. 2ND STREET CONTAINER	900 S. 2ND STREET	ST. LOUIS	63102	137	X																		
6	73	LAKE RIVER CORP TERMINALS DIV	5005 S HARLEM AVE	SUMMIT	60501	32			X																X
5	75	C & S CARTAGE	7611 WEST LINCOLN AVE.	SUMMIT	60501	473			X																
5	75	AUTOMATED FUELING SYSTEMS	7665 WEST LAWNDALE AVENUE	SUMMIT	60501	111			X																
6	73	TOURES TRANSPORT	I-55 / HARLEM AVE.	SUMMIT	60501	79			X																
5	79	MIDWEST METALLICS	7955 W. 59TH STREET	SUMMITT	60501	333	X											X							
31	264	TOWANDA TWP.	102 SOUTH FREEMONT ST.	TOWANDA	61776	444			X																
31	265	EVERGREEN FS, INC.	301 SOUTH QUINCY	TOWANDA	61776	442			X																
31	265	MYERS INC.	QUINCY / ADAMS ST.	TOWANDA	61776	295			X																
69	498	ILLINOIS CENTRAL GULF RAILROAD CO	200 S MAIN ST	VENICE	62090	96			X																
53	387	SOUTHERN PACIFIC TRANSPORTATION	100 BLOCK OF MASTERSON	VIRDEN	62690	115			X																
53	387	VIRDEN TOWNSHIP	232 NORTH MASTERSON	VIRDEN	62690	148			X																
14	190	PHIBRO-TECH, INC.	615 EAST KANKAKEE RIVER DR.	WILIMINGTON	60481	224			X																
44	334	WILLIAMSVILLE, VILLAGE OF	227 SOUTH ELM	WILLIAMSVILLE	62693	71			X																
5	92	SEBRO DEVELOPMENT COMPANY	1 AMERICAN STAIR PLAZA	WILLOW SPRINGS	60480	147							X				X								
5	93	BOZEC FUEL & MATERIALS	485 WILLOW SPRINGS ROAD	WILLOW SPRINGS	60480	351											X								
16	198	MEL'S TRI COUNTY		WILMINGTON		103					X														
14	191	CELOTEX CORPORATED DUMP	KANKAKEE STREET	WILMINGTON	60481	1,441	X											X							
16	198	SMITH OIL CO.	RT. 53 / WEST RIVER RD.	WILMINGTON	60481	223			X																
16	198	NET EQUITIES, INC.	SOUTH EAST CORNER IL RT. 53 / 5TH	WILMINGTON	60481	288			X																
66	451	SHELL OIL COMPANY - RAND AVE	201 EAST RAND STREET - S RTE 111	WOOD RIVER	60295	142												X							

Chicago to St. Louis Corridor
Potentially Contaminated Sites

FOCUS MAP	MAP ID	NAME	ADDRESS	CITY	ZIP	APPROX. DIST. TO CORRIDOR (FEET)	CERCLIS	NPL	LUST	DRYCLEANERS	LANDFILLS	MO-VCP	IL INST CONTROL	MGP SITES	ENG CONTROLS	CONSENT	IL SRP	HWS	CAT	SSTS	RODS	RCRA-TSDF	Brownfields	SPILLS	CORRACTS
66	448	AMOCO, WOOD RIVER RFNRY	301 EVANS AVE	WOOD RIVER	62095	414																X			X
66	442	SOUTHERN PACIFIC TRANSPORTATION	301 REUTER	WOOD RIVER	62095	374			X																
66	444	KIENSTRA INC.	301 WEST FERGUSON	WOOD RIVER	62095	316			X																
66	444	WOOD RIVER, CITY OF	54 NORTH WALCOTT	WOOD RIVER	62095	419			X																
66	448	AMOCO OIL COMPANY MAIN OFFICE WWTP	OLD ST LOUIS ROAD	WOOD RIVER	62095	416																			X

Environmental Data Resources (EDR) report provided on disk due to report size.

Appendix B

Cultural Resources

Appendix B

Summary of Past State and County Architectural Survey Efforts: Illinois High Speed Rail: Chicago-to-St. Louis Corridor

IL-SHPO Historic Architecture Surveys completed:

Cook County	(1971-1975)
Cook County: Lemont	(1974, 2003)
Will: Lockport	(1974)
Will: Joliet	(1972-1973)
Livingston: Dwight	(1973)
McLean: Bloomington	(1971-1975)
Logan: Lincoln	(1971-1975)
Sangamon: Rural	(1971-1975, 1984)
Sangamon: Springfield	(1971-1975)
Macoupin	(1971-1975)
Madison	(1971-1979)
St. Clair: East St. Louis	(1970s)

MO-SHPO Historic Architecture Survey completed:

St. Louis	N/A

Appendix C

Noise Assessment

High Speed Transportation Noise Assessment (per FRA, 1998)
Chicago - St. Louis 60 mph

(red *italic* text signifies input required)

Car Type	*Length, each (ft)*	*Number per Train*
Power =	60	1
Passenger =	60	9

	Average Hourly Train Volume
Peak Hour =	3
Daytime (7a-10p) =	17
Nighttime (10p-7a) =	1

Shielding Type for Tracks in/on	*Enter letter*
"**S**"hallow (8-10 ft) Cut?	
"**D**"eep (25 ft min) Cut?	
"**A**"erial Structure (30 ft)?	S
"**E**"mbankment (5-10 ft)?	
Noise "**B**"arrier (10ft hi)?	

Distance of Interest (ft) =	400
Land Use Category (1-3) =	2
Ambient Ldn or Leq(h) at Distance of Interest, (dBA) =	57

Speed (mph) =	60
Speed regime =	2

Speed Regime Lookup Table

	1	2	3
Upper bound (mph), excl. =	60	120	n/a
Ref. SEL @ 50 ft (dBA) =	87	94	78
charact. Length (ft) =	60	600	600
Reference Length (ft) =	73	634	82
K =	5	16	50
vref (mph) =	20	90	120
Shallow Cut =	0	-10	-3
Deep Cut =	-10	-15	-10
Aerial =	4	4	2
Embankment =	0	-5	0
Barrier =	0	-10	-5
Shielding correction (dB) =	0	-10	-3

Exposure at 50 ft (dBA)

SEL =	90.94316
Leq(h) (with shielding) =	50.114372
LeqD (with shielding) =	57.647649
LeqN (with shielding) =	45.34316
Ldn (with shielding) =	56.921351

Exposure and Impact at Distance of Interest (with shielding)

Ldn = 43.37500093 = ok

Impact Distances

	Threshold for Project (dBA) =	Distance (to nearest 10 ft)
Severe Impact	62	20
Impact	56	60

Potential for Startle

Distance to nearest 10 ft, max, ft) =	n/a
Startle Expected?	**no**

High Speed Transportation Noise Assessment (per FRA, 1998)
Chicago - Joliet 90 mph

(red *italic* text signifies input required)

Car Type	*Length, each (ft)*	*Number per Train*
Power =	60	1
Passenger =	60	9

	Average Hourly Train Volume
Peak Hour =	2
Daytime (7a-10p) =	21
Nighttime (10p-7a) =	3
Speed (mph) =	90
Speed regime =	2

Shielding Type for Tracks in/on	*Enter letter*
"**S**"hallow (8-10 ft) Cut?	
"**D**"eep (25 ft min) Cut?	
"**A**"erial Structure (30 ft)?	E
"**E**"mbankment (5-10 ft)?	
Noise "**B**"arrier (10ft hi)?	
Distance of Interest (ft) =	225
Land Use Category (1-3) =	2
Ambient Ldn or Leq(h) at Distance of Interest, (dBA) =	62

Speed Regime Lookup Table

	1	2	3
Upper bound (mph), excl. =	60	120	n/a
Ref. SEL @ 50 ft (dBA) =	72	94	78
charact. Length (ft) =	60	125	600
Reference Length (ft) =	60	634	82
K =	2	16	50
vref (mph) =	20	90	120
Shallow Cut =	0	-10	-3
Deep Cut =	-10	-15	-10
Aerial =	4	4	2
Embankment =	0	-5	0
Barrier =	0	-10	-5
Shielding correction (dB) =	0	-5	0

Exposure at 50 ft (dBA)

SEL =	86.948208
Leq(h) (with shielding) =	49.358508
LeqD (with shielding) =	59.5704
LeqN (with shielding) =	51.11942
Ldn (with shielding) =	60.219766

Exposure and Impact at Distance of Interest (with shielding)

Ldn = 50.42157851 = ok

Impact Distances

	Threshold for Project (dBA) =	Distance (to nearest 10 ft)
Severe Impact	64	30
Impact	59	60

Potential for Startle

Distance to nearest 10 ft, max, ft) =	n/a
Startle Expected?	**no**

High Speed Transportation Noise Assessment (per FRA, 1998)
Chicago - St. Louis 110 mph

(red *italic* text signifies input required)

Car Type	*Length, each (ft)*	*Number per Train*
Power =	60	1
Passenger =	60	9

	Average Hourly Train Volume
Peak Hour =	3
Daytime (7a-10p) =	17
Nighttime (10p-7a) =	1

Shielding Type for Tracks in/on	*Enter letter*
"**S**"hallow (8-10 ft) Cut?	
"**D**"eep (25 ft min) Cut?	
"**A**"erial Structure (30 ft)?	s
"**E**"mbankment (5-10 ft)?	
Noise "**B**"arrier (10ft hi)?	

Distance of Interest (ft) =	575
Land Use Category (1-3) =	2
Ambient Ldn or Leq(h) at Distance of Interest, (dBA) =	57

Speed (mph) =	110
Speed regime =	2

Speed Regime Lookup Table

	1	2	3
Upper bound (mph), excl. =	60	120	n/a
Ref. SEL @ 50 ft (dBA) =	87	94	78
charact. Length (ft) =	60	600	600
Reference Length (ft) =	73	664	82
K =	5	16	50
vref (mph) =	20	90	120
Shallow Cut =	0	-10	-3
Deep Cut =	-10	-15	-10
Aerial =	4	4	2
Embankment =	0	-5	0
Barrier =	0	-10	-5
Shielding correction (dB) =	0	-10	-3

Exposure at 50 ft (dBA)

SEL =	94.954235
Leq(h) (with shielding) =	54.125447
LeqD (with shielding) =	61.658724
LeqN (with shielding) =	49.354235
Ldn (with shielding) =	60.932425

Exposure and Impact at Distance of Interest (with shielding)

Ldn = 45.02195787 = ok

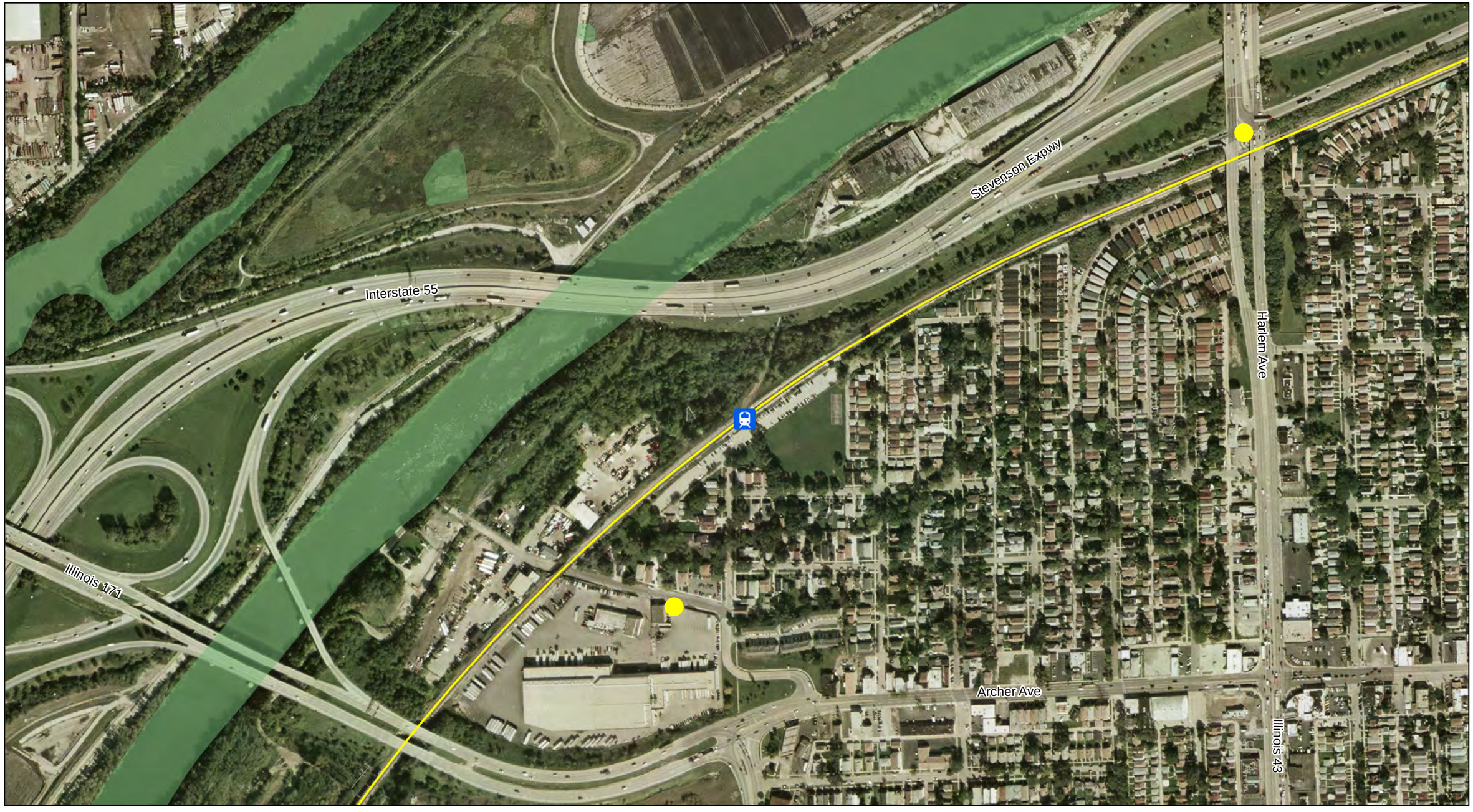
Impact Distances

	Threshold for Project (dBA) =	Distance (to nearest 10 ft)
Severe Impact	62	40
Impact	56	110

Potential for Startle

Distance to nearest 10 ft, max, ft) =	20
Startle Expected?	**no**

Exhibits



Legend

- Existing Amtrak
- Existing Alignment
- Potential Station Area
- Wetland
- Flood Zone

Environmental Site

- CERCLIS
- LUST
- MGP
- SRP

N

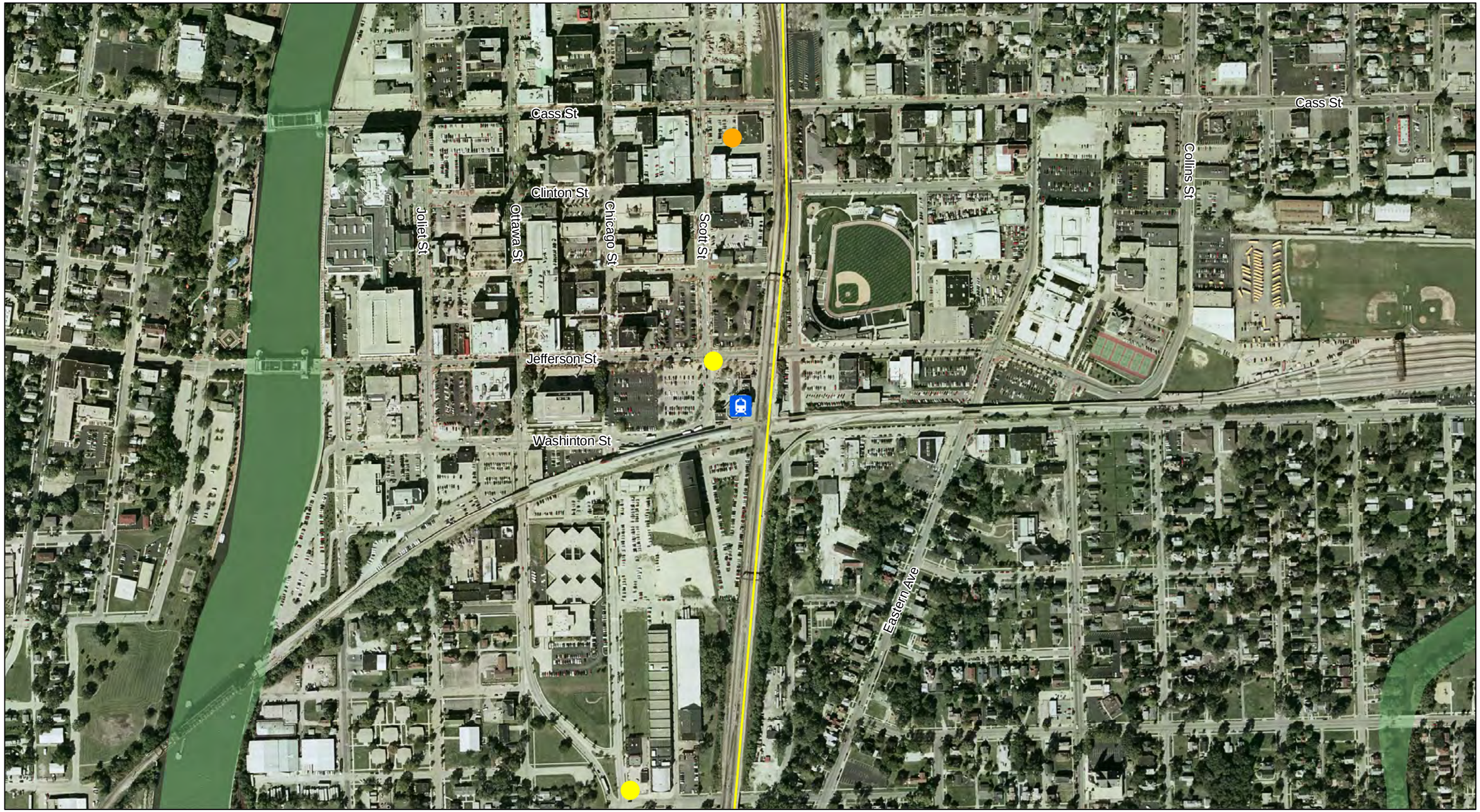
0 400 800 Feet

1 inch = 400 feet

Summit Station Area

Chicago-St. Louis HSR

Sheet 1



Legend

- Existing Amtrak
- Existing Alignment
- Potential Station Area
- Wetland
- Flood Zone

Environmental Site

- CERCLIS
- LUST
- MGP
- SRP

0 400 800 Feet

1 inch = 400 feet

Joliet Station Area

Chicago-St. Louis HSR

Sheet 2

Legend

- Existing Amtrak
- Existing Alignment
- Potential Station Area
- Wetland
- Flood Zone

Environmental Site

- CERCLIS
- LUST
- MGP
- SRP

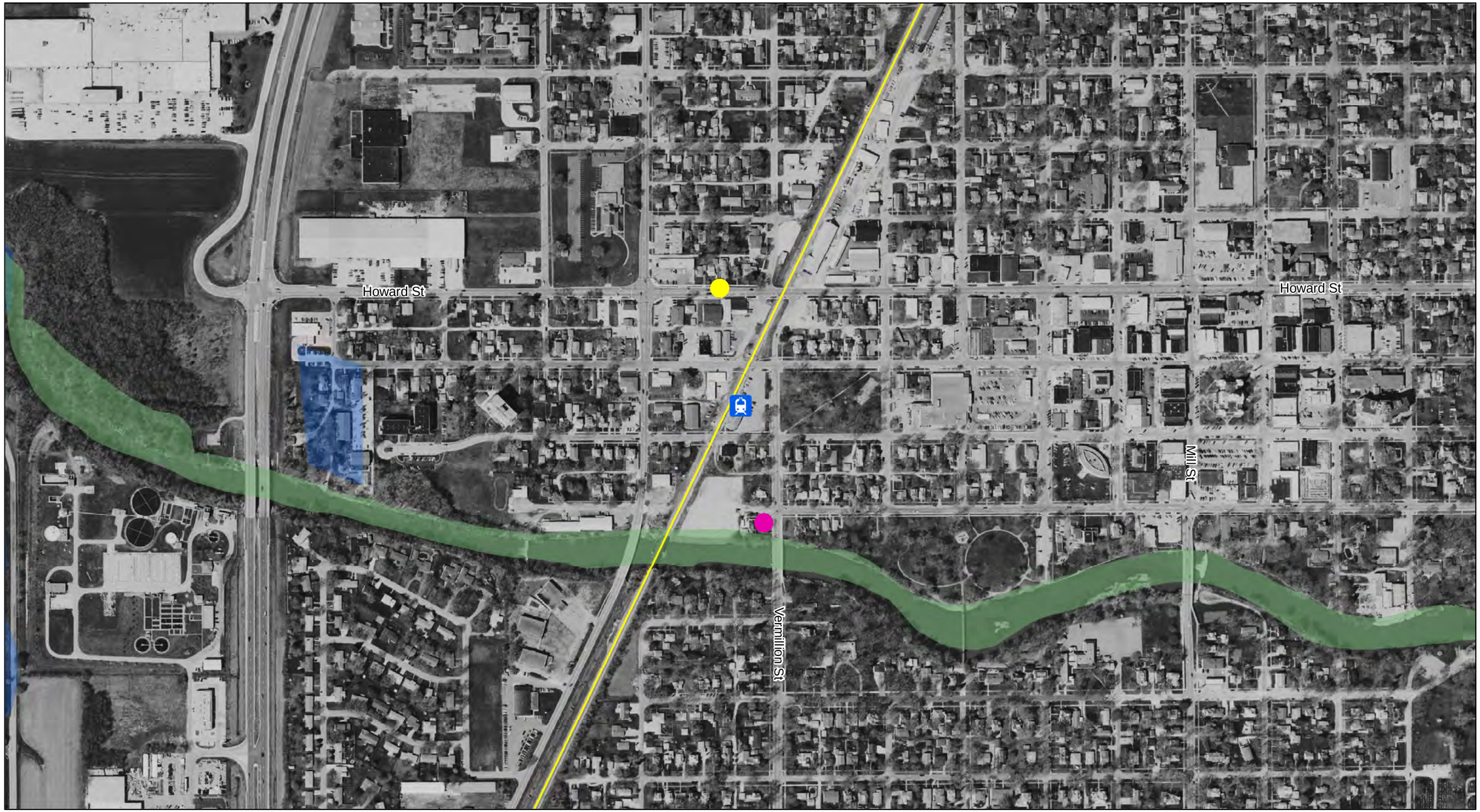
N

0 400 800 Feet

1 inch = 400 feet

Dwight Station Area

Chicago-St. Louis HSR
Sheet 3



Legend

- Existing Amtrak
- Existing Alignment
- Potential Station Area
- Wetland
- Flood Zone

Environmental Site

- CERCLIS
- LUST
- MGP
- SRP

0 400 800 Feet

1 inch = 400 feet

Pontiac Station Area

Chicago-St. Louis HSR
Sheet 4

Legend

- Existing Amtrak
- Existing Alignment
- Potential Station Area
- Wetland
- Flood Zone

Environmental Site

- CERCLIS
- LUST
- MGP
- SRP

N

0 400 800 Feet

1 inch = 400 feet

Bloomington-Normal Station Area

Chicago-St. Louis HSR

Sheet 5

Legend

- Existing Amtrak
- Existing Alignment
- Potential Station Area
- Wetland
- Flood Zone

Environmental Site

- CERCLIS
- LUST
- MGP
- SRP

N

0 400 800 Feet

1 inch = 400 feet

Lincoln Station Area

Chicago-St. Louis HSR
Sheet 6

Legend

- Existing Amtrak
- Existing Alignment
- Potential Station Area
- Wetland
- Flood Zone

Environmental Site

- CERCLIS
- LUST
- MGP
- SRP

N

0 400 800 Feet

1 inch = 400 feet

Springfield Station Area

Chicago-St. Louis HSR

Sheet 7

Legend

Existing Amtrak
Existing Alignment
Potential Station Area
Wetland
Flood Zone

Environmental Site

CERCLIS
LUST
MGP
SRP

0 400 800 Feet

1 inch = 400 feet

Carlinville Station Area

Chicago-St. Louis HSR

Sheet 8

College Ave

Rodgers Ave

Illinois 3

Illinois 140

Legend

- Existing Amtrak
- Existing Alignment
- Potential Station Area
- Wetland
- Flood Zone

Environmental Site

- CERCLIS
- LUST
- MGP
- SRP

N

0 400 800 Feet

1 inch = 400 feet

Alton Station Area

Chicago-St. Louis HSR

Sheet 9

Legend

- Existing Amtrak
- Existing Alignment
- Potential Station Area
- Wetland
- Flood Zone

Environmental Site

- CERCLIS
- LUST
- MGP
- SRP

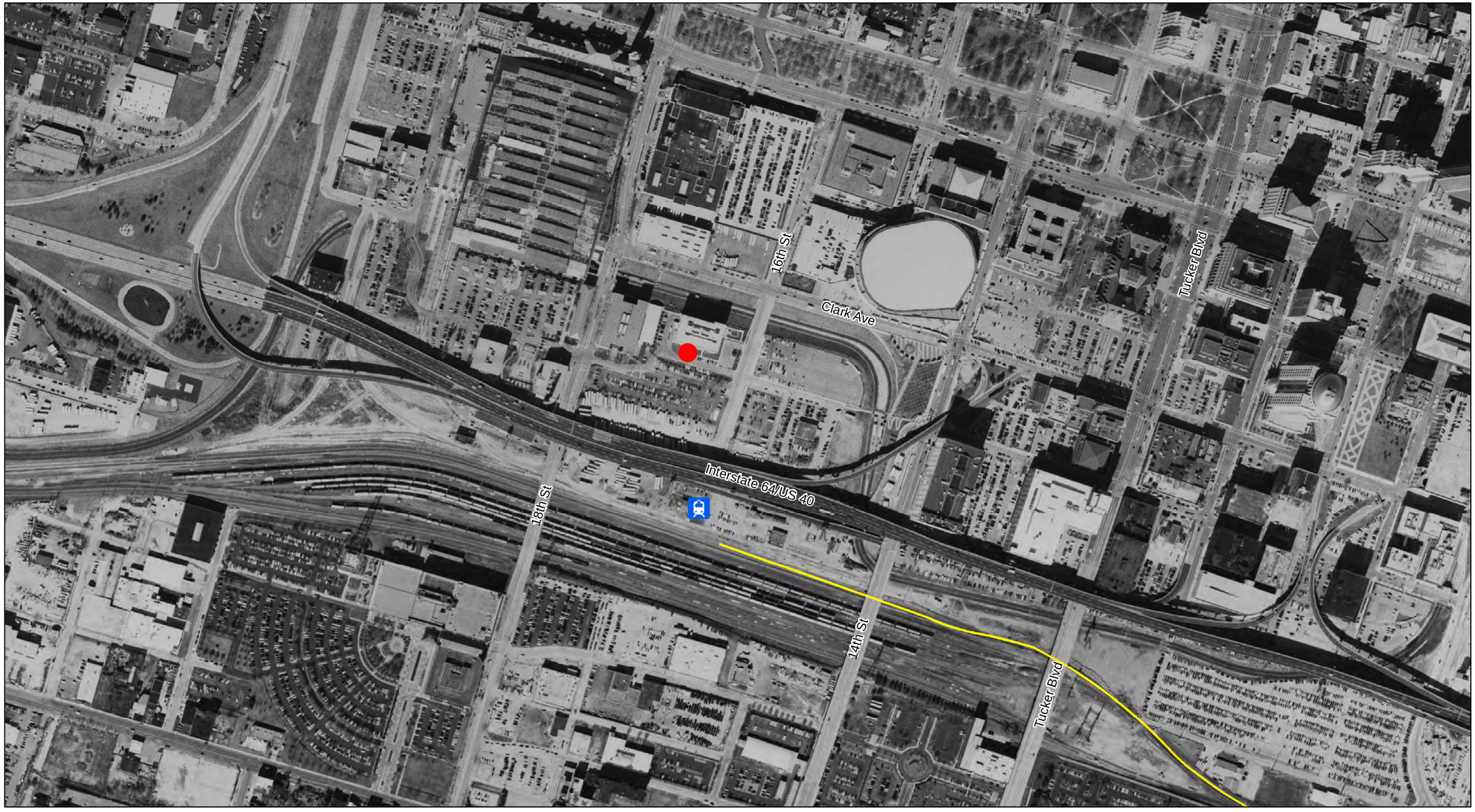
N

0 400 800 Feet

1 inch = 400 feet

East St. Louis Potential Station Area

Chicago-St. Louis HSR
Sheet 10



Legend

- Existing Amtrak
- Existing Alignment
- Potential Station Area
- Wetland
- Flood Zone

Environmental Site

- CERCLIS
- LUST
- MGP
- SRP

0 400 800 Feet

1 inch = 400 feet

St. Louis Station Area

Chicago-St. Louis HSR

Sheet 11

Chicago – St. Louis High Speed Rail Project
Chicago, Illinois to St. Louis, Missouri
September, 2009

FINDING OF NO SIGNIFICANT IMPACT

Statement of Purpose and Need

The overall purpose of this project is to establish a second mainline track between Joliet and St. Louis to enhance the passenger transportation network within the Chicago – St. Louis corridor, resulting in a more balanced use of the modal components of the transportation network by improving rail service. The existing transportation network consists of highway (automobile and bus), air and rail (Amtrak) travel. Currently, 99 percent of the 35 million annual trips made in the Chicago – St. Louis corridor are accomplished through automobile and air travel.

This project would improve existing passenger train-freight train meet (i.e., passing) operations by completing the double tracking of the Union Pacific Railroad (UP) portion of the corridor between Joliet, Illinois and St. Louis, Missouri, which would reduce delay, improve schedule reliability, and increase average train speed to meet the goal of a four-hour trip time between Chicago and St. Louis. (The Canadian National Railroad [CN] portion of the corridor between Joliet and Chicago is already double-tracked.)

The need for the project stems from problems caused by the modal imbalance, whereby 99 percent of travel is by auto and bus, with more than 90 percent having origins or destinations in Chicago or St. Louis. These problems include congestion on highways, with inherent safety risks and environmental impacts, costly airfares and energy-inefficient short-haul air operations, travel time delays, and unreliability. A more balanced transportation system would provide travelers with greater mobility options. Reduced travel time, service reliability, and safety would attract travelers from automobile and air travel to a new or improved rail mode of transportation.

Reducing travel time and improving service reliability are paramount to increasing the viability of intercity passenger rail transportation. In order to be attractive, passenger rail must meet or better the travel time of auto travel on the parallel interstate freeways with 65 mph speed limits. A four-hour overall travel time between Chicago and St. Louis is required to achieve that need. On-time performance, another key aspect of reliability, would be improved with the proposed project. Even with added passing capability, the existing single main track would not accommodate the additional frequency of proposed high speed passenger service and would not provide the operating flexibility required in view of the growing rail freight traffic.

Alternatives

No Build Alternative

The No Build alternative includes existing and projected freight and Amtrak services between Chicago and St. Louis and the proposed improvements to implement HSR as addressed in the Chicago – St. Louis HSR EIS (January 2003) and ROD (January 2004). These include upgrading the existing single track and 22 miles of siding, 12 miles of second track, one grade-separated highway-railroad crossing, and installation of enhanced warning devices at 174 grade crossings to allow 110-mile per hour (mph) operation for three round trips per day.

The No Build alternative would not meet the project purpose and need. It would not improve the modal balance in the Chicago – St. Louis Corridor, it would not ensure reliable four-hour travel time between Chicago and St. Louis, and it would not alleviate existing rail traffic conflicts. The improvements proposed in the EIS/ROD would not accommodate the increasing frequency of high-speed passenger service or the operating flexibility required for the growing rail freight traffic. As a result, on-time performance for high-speed passenger trains would be adversely affected. With the No Build alternative, additional rail capacity would be accommodated by adding more rail cars to existing trains rather than by adding additional trains.

Dwight-Chicago Alternatives

Three alternative routings and associated improvements (such as new double-tracking, crossovers, and sidings) between Dwight and Chicago also were considered. One was the existing route utilizing the UP between Dwight and Joliet and the Canadian National (CN) (former Illinois Central/GM&O/Alton) between Joliet and Chicago Union Station. A second alternative used a Norfolk Southern (NS) (former Conrail) branch line east of Dwight to Kankakee, and then the CN (former Illinois Central) line north to Chicago. A third routing followed the UP north from Dwight to Joliet and then followed the Metra Rock Island District (RI) (former Rock Island) line between Joliet and Chicago.

Springfield Alternatives

Two different routings through Springfield, Illinois were considered. One was the existing UP/Amtrak Corridor (Third Street), which uses the historic route of the Chicago & Alton Railroad through downtown Springfield. For many years, the Third Street Corridor was double tracked; however, one track was removed in the early 1970s. The Third Street Corridor includes about 25 at-grade rail-street crossings between Sangamon Avenue and Ash Street. Both UP freight and Amtrak passenger operations through Springfield are currently limited to a 25 mph maximum speed.

The second Springfield routing was the Norfolk Southern Corridor (Tenth Street), which would relocate UP freight operations, existing Amtrak and High Speed Rail passenger

trains, and Canadian National freight trains and I&M freight trains to a single shared corridor Tenth Street corridor. The plan included adding a second and, in short section, a third main rail track, plus grade separation structures at North Grand, Ash, and Madison/Jefferson Streets. If the three separate rail lines were all operating on the Norfolk Southern Corridor, some 70 trains per day would use the Tenth Street Corridor.

Preferred Alternative

The Preferred Alternative will establish a second mainline track between the Joliet and St. Louis stations, primarily within existing right-of-way. The proposed project will rehabilitate roadbed, and add new ties, rail, and ballast to reestablish the historic double-track configuration. As necessary, new train signaling will be installed, or existing signal devices will be upgraded. Consistent with FRA guidelines, numerous at-grade crossings will be modified to accommodate the second track and higher train speeds, with relocation of existing signing and crossing gates and/or installation of new protection devices, warning devices and/or electrical lines. Where bridges/culverts are widened, the roadbed will be modified in accordance with current FRA standards, and a Bridge Condition Report (BCR) will be prepared for each bridge.

The Preferred Alternative will enable Amtrak to increase passenger service from the existing 10 trips per day (5 round trips) to up to 16 high-speed rail trips per day (8 round trips) and will complement subsequent improvement activities provided for in the 2003 Final EIS. Construction of the Preferred Alternative is expected to begin in 2011 and end in 2015.

Benefits of the Preferred Alternative

The project would improve travel times and on-time performance over existing Amtrak service. An increase in rail passenger ridership is projected to occur as a result of the project, as the dual mainline tracks are expected to result in an overall reduction in rail travel times meeting the four-hour time between the corridor end points, plus improvements in the reliability and safety of rail service. The dual mainline tracks are also expected to avoid the operating conflicts for intercity passenger services resulting from the increased rail freight traffic anticipated to serve new intermodal freight facilities currently being constructed.

The project would also improve passenger service without adversely affecting existing and future rail freight service, as it would allow establishment of 110-mph high-speed rail (HSR) service within the corridor.

Procedural History

For over a decade, the IDOT has pursued improvements to passenger rail service between Chicago and St. Louis. The Chicago – St. Louis Corridor is part of the Midwest

Regional Rail System plan to develop and implement a 21st Century regional passenger rail system. In January 2003, the IDOT completed an Environmental Impact Statement (EIS) for the Chicago – St. Louis Corridor. The Preferred Alternative included the provision of high-speed rail service, 110 miles per hour (mph), along the Chicago – St. Louis Amtrak route south of Dwight, Illinios. No action was proposed between Chicago and Dwight. The proposed service consisted of three round trips per day. A Record of Decision (ROD) was signed in January 2004.

Since the ROD, the IDOT has made significant progress on the Chicago – St. Louis Corrridor in cooperation with the UP, which owns the right-of-way south of Joliet and operates rail freight services in the corridor. The IDOT has coordinated its planning efforts with CN, the owner and operator of the rail line between Joliet and downtown Chicago, which have involved subsidizing Amtrak operations and investing capital to upgrade UP and Amtrak facilities. The Chicago-St. Louis corridor track and signal systems have been upgraded, and four quadrant gates have been installed at many grade crossings. Total costs since the signing of the ROD have exceeded $110 million. Work in East St. Louis was completed under earlier programs, using $40 million in loan and grants provided by the IDOT and loans from the Federal Railroad Administration (FRA).

To support the Track 2 application for the Chicago – St. Louis corridor, the IDOT has prepared a Tier 1 corridor-wide NEPA document to address potential environmental impacts at the corridor or program level. This corridor-wide EA addressed improvements, primarily double tracking of the line, that were not included in the January 2003 EIS. Project-specific issues, such as environmental impacts associated with specific improvements, will be addressed in a Tier 2 NEPA document.

Based on the attached EA, which was completed in October 2009, FRA has concluded that the Preferred Alternative, including proposed mitigation measures, is not likely to result in significant environmental impacts. FRA concurs with the preferences of IDOT and finds that the Preferred Alternative is best able to achieve the project purpose and need without significant environmental impacts.

The FRA Office of Railroad Development has reviewed the attached EA. The potential for environmental impact is summarized for each resource category as follows:

Physical Environment

Air Quality/Energy

The proposed project would result in increased freight and passenger rail operations between Chicago, Illinois, and St. Louis, Missouri, with resultant increases in diesel locomotive emissions, idling and moving trains near stations, and train operations and service at maintenance and/or storage facilities.

However, the project is unlikely to adversely affect air quality. Under existing conditions, travel by rail is more energy efficient than travel by air or private automobile; therefore, any substantial increase in rail ridership from implementation of the Preferred Alternative would result in conservation of travel-related energy, with associated beneficial effects to air quality. The project is anticipated to result in a decrease in vehicle travel such that an annual reduction in vehicular fuel is estimated to be more than one billion gallons per year.

On a local level, the project would result in an increase in diesel emissions along the rail line and vehicular traffic and emissions near the stations. However, such increases in would be small, and would not result in a measurable increase in emissions.

Effects related to project construction would be limited to a short-term increase in fugitive dust and mobile-source emissions. State and local regulations regarding dust control and other air quality emission reduction controls would be followed. If necessary, a permit would be obtained for portable bituminous and concrete plants that may be used during construction.

Floodplains

The Preferred Alternative would not permanently impact 100-year floodplains. Culvert replacement and bridge repair and/or widening may cause a temporary impact to these floodplains. However, temporarily impacted areas would be restored following construction. Although 19 floodplains are within the project area, primarily associated with the river crossings, the proposed stations in Chicago Union Station, Summit, Joliet, Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville, Alton, East St. Louis and St. Louis are not within flood zones.

Noise and Vibration

The Preferred Alternative would not have significant noise and vibration impacts. Based on a preliminary screening analysis conducted in compliance with Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA) guidance, only a few locations (primarily residences near the right-of-way) could be identified as potential sites for more detailed study. Therefore, it is likely that few, if any, locations would be adversely affected by noise or vibration associated with project operations. Specific noise and vibration impacts will be evaluated in the Tier 2 documents.

Visual Resources

The Preferred Alternative would not have a significant impact on visual resources. Visual and aesthetic quality in the project area was assessed in accordance with FHWA guidance: *Visual Impact Assessment for Highway Projects* (USDOT 1983). The project proposes additional rail service on existing rail lines, with potential renovation, reuse

and development of some stations. The additional passenger rail service on existing rail lines would be a minor increase in an existing use on existing facilities; the duration or frequency of the added trips would not be notable to visual receptors along the corridor. Renovation, reuse and development of stations in their present locations would not have notable visual impacts.

Eleven existing and one proposed station lie along the rail corridor: Chicago Union Station,; Summit; Joliet; Dwight; Pontiac, Bloomington-Normal; Lincoln; Springfield; Carlinville; Alton; East St. Louis; and St. Louis. Other than a new station being proposed for the East St. Louis location, no changes other than minor increases to existing use are expected, due to implementation of additional passenger rail service.

Agriculture

The Preferred Alternative is planned to occur primarily within or adjacent to existing railroad right-of-way. Although agriculture is the primary land use in the project corridor, no substantial impacts to agricultural areas are anticipated. However, several grain elevators are located near the rail line, primarily along the east side of the corridor. Given their proximity to the rail right-of-way, there is the potential for them to be impacted during project construction or operation. Based on final project design, it may be necessary to implement measures to mitigate potential impacts to nearby grain elevators.

Ecological Systems

Wetlands and Waters of the U.S.

The Preferred Alternative is not anticipated to permanently impact wetlands. Any temporary impacts to wetlands would cease immediately after construction is completed, and wetlands would be restored to their previous condition.

There are no wetlands adjacent to the stations in Chicago Union Station, Summit, Joliet, Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville, Alton, and St. Louis. However, along the corridor, 75 mapped wetlands are found within 100 feet (50 feet from the track centerline).

In accordance with USACE regulations, all conditions and requirements of Nationwide Permit 14 and Regional Permit 3 would be followed. Further, under the Illinois Wetland Protection Act of 1989 (Chapter 415 *Illinois Compiled Statutes* Section 5/), IDOT mitigates for both isolated and jurisdictional wetlands. If state or state pass-through funding is utilized, the project would follow the Illinois Interagency Wetland Policy Act (IWPA), which requires mitigation of all impacts to all wetlands, regardless of size. Therefore, additional measures to mitigate potential wetland impacts are not necessary.

Water Quality and Resources

The Preferred Alternative is not anticipated to permanently impact surface waterways or their water quality. Temporary impacts to waterways may occur during culvert replacement and potential bridge replacement. Temporary impacts would cease immediately after the activity is completed. Construction impacts would be minimized and mitigated using Best Management Practices.

The Chicago to St. Louis rail corridor traverses 10 major watersheds within Illinois, crossing 48 streams, some more than once. Some of these streams (or portions thereof) are considered navigable waterways, highly valued aquatic resources, Class I streams, natural areas, wild and scenic, and unique, highly valued and moderate aquatic resources.

All attempts will be made to avoid waterways. If avoidance is not possible, impacts will be minimized to the greatest extent possible. To comply with Section 404 of the Clean Water Act, impacts to any waterway(s) will be assessed, with necessary permits obtained from the US Army Corps of Engineers prior to construction. If impacts result, a Nationwide Permit 14 for Linear Transportation Projects may be applicable in the Rock Island and St. Louis District of the Corps of Engineers. In the Chicago District, Regional Permit 3 applies to linear transportation projects. All conditions and requirements of Nationwide Permit 14 and Regional Permit 3 would be followed. Section 401 Water Quality Certification is not expected to be obtained separately, as the IEPA has conditional Section 401 Water Quality Certification applicable to Nationwide Permit 14 and Regional Permit 3.

The Preferred Alternative is not anticipated to impact groundwater in the project area which, overall, is considered good. No regulated groundwater recharge areas are within the project area, although United Water Illinois has a source water protection area within the project construction zone. The risk for groundwater contamination is low to moderate except where the corridor crosses alluvial deposits, where the potential for groundwater contamination is rated as high.

Several hundred private wellheads lie within 200 feet of the project corridor, the minimum setback for private water supplies. All of the private wells are outside of the railroad drainage ditch that is expected to act as adequate confinement in the event of any diesel fuel spill (Chicago-St. Louis High-Speed Rail Project Final Environmental Impact Statement, 2004).

Threatened and Endangered Species and Special Lands

Both federal and state listed threatened and endangered species and special lands occur along the project corridor and within the counties it passes through. These are described in detail in the attached EA. The Preferred Alternative is not expected to have significant

impacts to these resources. Prior to station development, increase of train frequency or speed, or track construction, specific information concerning the presence of state and federal listed species would be obtained. Coordination with USFWS and Illinois Department of Natural Resources would occur regarding the potential for the project to affect federal or state threatened or endangered species. This coordination and consultation would continue as needed to assure that appropriate mitigation measures are incorporated into the project minimize or avoid impacts to protected plant and animal species.

Special lands within the project corridor include Illinois Natural Areas Inventory (INAI) sites and Nature Preserves. These INAI sites are scattered throughout the length of the project and may be located within the railroad right-of-way. Nature Preserves also are located adjacent to the existing railroad tracks, and the Hitts Siding Prairie Nature Preserve, Denby Prairie Nature Preserve, and Funks Grove Nature Preserve may be located within the right-of-way. Also, two Illinois State Parks are within or adjacent to the project right-of-way: Edward Madigan State Park (Railsplitter State Park) in Logan County, east of and within the right-of-way, and Beaver Dam State Park west of the right-of-way in Macoupin County.

Avoiding INAI sites may be impractical due to their proximity to the existing tracks. However, permanent impacts to INAI sites can be avoided through proper design and construction practices. Avoidance of Nature Preserve sites is required by Illinois law. Therefore, prior to construction, the Preferred Alternative would be required to consider the location of dedicated Nature Preserves. Proposed station locations or station improvements can be sited to avoid impacts to INAI sites, nature preserves, and state parks through coordination and consultation with the USFWS and IDNR. There are several parks and 4(f) resources adjacent to the project corridor which will be avoided with the addition of new mainline rail, sidings, or related railroad infrastructure.

Human Environment

Transportation

The Preferred Alternative would not have permanent adverse impacts on transportation resources. Projected ridership for the Preferred Alternative is approximately 601,700 annual passengers as increased train speeds result in rail passenger service being a more viable transportation mode in the corridor. It is projected that approximately 31 percent of passengers in the year 2010 will be travelers diverted from other modes, which is likely to increase the need for intermodal connections (Metrolink, bus, taxi) at stations along the corridor. Intermodal connections are available at all existing stations except Dwight and Carlinville. At all stations, existing parking facilities are adequate to meet the demand associated with eight round trips per day service.

Studies of alternative routing of rail freight service, independent of passenger rail implementation, will be undertaken in Springfield. The studies will examine alternative routes for relocation and consolidation of rail freight service in Springfield by all the freight railroads that operate in Springfield. Funding has been included in the project application for freight mitigation measures in Springfield.

Station Access

With the exception of the St. Louis station, the Amtrak stations in the corridor have excellent access and will not be affected by the Preferred Alternative. The St. Louis station is located on the edge of downtown between an elevated freeway and the existing railroad tracks. Access to this station will substantially improve with the new multi-modal transportation terminal planned by the City of St. Louis.

Bridges

Under the Preferred Alternative, trains would cross two drawbridges over Navigable Waters in the City of Chicago and would be required to yield to vessel traffic. The first drawbridge crosses the South Branch Chicago River and is typically raised two times during the week and two times per day on weekends for approximately 10 minutes. The second bridge crosses the South Fork of South Branch Chicago; it is unlikely that this bridge is ever raised. Therefore, the impact of these bridges is expected to be minor.

Vehicular Traffic

Under the Preferred Alternative, vehicular traffic will be temporarily impacted where grade crossings will be modified or improved. At a minimum, the grade crossing improvements will require traffic to slow through construction zones while new warning devices and other improvements are installed. In some cases, temporary diversion of traffic may be required. These impacts could affect emergency services, schools, businesses, local events, and other activities requiring vehicular access. However, all construction-related impacts will be temporary and are considered minor.

Socioeconomic

The Preferred Alternative is not anticipated to have a major impact on socioeconomic conditions for the areas affected by the project. Minor disruptions may occur to community services and facilities during project construction. No impacts are anticipated to demographic characteristics of the affected areas. As with most major transportation investments, economic conditions in the affected areas are expected to benefit from this project, although the degree of this benefit remains unclear. Specific project impacts will be evaluated in the Tier 2 documents.

Environmental Justice and Title VI

The Preferred Alternative would not have an adverse effect on issues related to Environmental Justice and Title VI. In fact, improved train service and stations would likely be an overall benefit to the affected communities and to the low-income and minority population residing within these communities. The Preferred Alternative would result in improved regional access to major metropolitan areas and provision of an alternative form of transportation to highway or air travel.

For the most part, stations are situated in areas where the percentage of people living below the poverty levels and of minorities comprising the population would not exceed county-wide levels. Further, land uses in the vicinity of the stations is not residential, and in many cases, is railroad-related given that the proposed second track primarily would utilize existing right-of-way and would not result in residential or business displacements.

Public Health and Safety

The Preferred Alternative would have an overall benefit to public health and safety. All measures would be taken during the engineering design phases to meet or exceed all rail operation safety standards along the corridor. Additional grade separations and railroad crossing upgrades would have a beneficial impact on the potential for collisions. Also, the Preferred Alternative would result in improved access to metropolitan areas (Chicago, St. Louis) that offer concentrations of medical services not available in rural or small communities. Also, by diverting traffic from the interstate system and local roads, the Preferred Alternative is anticipated to help reduce the rate of congestion growth, along the corridor, thereby resulting in improved safety for motorists.

Hazardous Materials

The Preferred Alternative would not have adverse impacts related to hazardous materials. IDOT guidelines for highway construction require identification of the locations of nearby contaminated sites in the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) compiled by the U.S. Environmental Protection Agency (EPA). Also, Section 22-6.03 of IDOT's "Bureau of Design & Environment Manual – 2002 Edition" states that "[p]rior to acquiring a property interest in a potential hazardous waste or hazardous substance site (whether included on the CERCLIS list or otherwise made known to the district office), the district office should consider the possible risks and liability that may be involved." Therefore, although several segments of the corridor pass through areas that are known or potential contaminated sites, they will have been identified prior to construction activities that could involve the release or transport of contaminated materials, and appropriate measures would be implemented, in accordance with state and federal requirements.

Cultural Resources

The Preferred Alternative would not have an adverse impact on cultural resources. As the project planning process continues, current information will be supplemented with additional survey, research, and documentation not included on available online databases. Supplementary historic architectural and archeological survey efforts would assess portions of the current project APE that are not included in prior environmental studies. The scale and methodology of this work would be determined during continued consultation with the State Historic Preservation Offices in Illinois and Missouri to assure project compliance with Section 106 requirements of the National Historic Preservation Act of 1966, as amended, for federally funded transportation projects.

Properties would be evaluated for eligibility for listing in the NRHP using established professional criteria and considerations set forth in *How to Apply the National Register Criteria for Evaluation*. With completion of the Identification and NRHP Evaluation, analysis would turn to the evaluation of potential project effects to all identified NRHP-listed and NRHP-eligible properties. Proposed project activity and its potential to directly and/or indirectly affect NRHP-listed or NRHP-eligible properties would be evaluated per the criteria of adverse effect set forth in Section 106 regulations.

Should the effects analysis indicate a potential adverse effect to an NRHP-listed or -eligible property (that cannot be avoided), a mitigation treatment plan would be included in a Memorandum of Agreement or Programmatic Agreement. This agreement would be developed in consultation with the appropriate SHPO and any other consulting parties.

The preliminary historic resource inventory for the project corridor contains 42 historic architectural resources, 21 of which are listed in or determined eligible for listing in the National Register of Historic Places. This inventory includes previously documented railroad infrastructure such as bridges and depots within the railroad right-of-way.

The preliminary archeological inventory for the project corridor did not identify any existing National Register-listed or National Register-eligible sites within the project APE. However, the 1998 Phase I survey recommended additional Phase II survey work at two at-grade rail crossings located at TR234 (Mile Post 231.00) in Macoupin County, Illinois. The at-grade rail crossing at Maryville Road (Mile Post 270.70) in Madison County, IL, is also recommended for Phase II testing. No further testing was recommended for the remaining 448 rail crossings.

Construction Impacts

Construction of the Preferred Alternative would not have permanent impacts on resources within the project area, as construction impacts would be local and temporary, the most noticeable being noise, vibration, dust, and traffic disruptions. These impacts

would occur from operation of equipment and short-term closure of cross-streets for installation of additional track, upgrade of crossing surfaces, rehabilitation of existing track, and upgrade/installation of bridges and signal devices at intersections. Normal traffic would be re-routed at various times.. Implementation of industry-standard control measures (traffic control, dust, erosion and sedimentation controls, properly fitted emission control devices, mufflers, etc.) would minimize impacts, which would cease at each site upon completion of construction.

The project may require periodic reduction in the operating speed of trains that pass through construction zones. Also, there may be a need to adjust the schedule of rail operations if activities require temporary shutdown of selected track sections. Such schedule and/or operations adjustments would be necessary when there is a potential safety risk due to the proximity of moving trains and construction activities that are incompatible with ongoing train traffic.

There also is the potential for temporary construction impacts to floodplains, wetlands, streams, and surrounding streambanks. Where a new second track is added, extension of culvert or bridge structures may be required, with temporary construction impacts where new bridge structures are installed. However, the contractor would be required to avoid wetlands that may be located within the railroad right-of-way during the establishment of construction staging areas and other construction activities. In addition, erosion, sedimentation and bank stabilization measures would be employed where construction occurs at or near creeks or creek crossings and the Vermillion River, consistent with the IDOT Bureau of Design and Environment Manual, and the IDOT Standard Specification for Road and Bridge Construction, January 1, 2007. Riprap will be placed along stream banks to provide bank stabilization where bridge widening will take place. Also, best management practices will be implemented for work in association with the Mackinaw River due to its high rating as a Unique Aquatic Resource. Erosion and sediment control measures and stormwater pollution prevention measures at stream crossings will be part of the overall project as required by National Pollutant Discharge Elimination System (NPDES) and Section 404 Permits. In addition, water withdrawal for construction will be coordinated with the Illinois Department of Natural Resources (IDNR), Office of Water Resources.

Secondary and Cumulative Impacts

Indirect Impacts

The Preferred Alternative would result in secondary (indirect) impacts as installation of the second mainline track would provide for additional rail traffic, which then could result in the need for further station area development. This transit-oriented development would likely occur in already built-up areas. Local review boards would be

responsible for investigating potential impacts to water, sewer, traffic and other environmental factors from future transit-oriented development.

Cumulative Impacts

The Preferred Alternative would have slight beneficial contributions to cumulative impacts. The proposed second track and consequential increase in passenger trains could provide an overall benefit to air quality. The increase in rail service would provide service for those who would otherwise travel between Chicago and St. Louis by motor vehicle. This shift in travel mode is expected to reduce overall vehicle emissions. The additional of passenger rail service would also encourage further transit-oriented development, in addition to development that is already occurring adjacent to existing stations.

Therefore, the FRA finds that the project as presented and evaluated in the EA according to FRA's *Procedures for Considering Environmental Impacts*, including the mitigation measures outlined within, will not have a significant adverse impact on the quality of the human and natural environment.

_____ _____ _____

Name Date
Title

Upload #12

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	NEPA Draft FONSI-DT

Chicago – St. Louis High Speed Rail Project
Chicago, Illinois to St. Louis, Missouri
September, 2009

FINDING OF NO SIGNIFICANT IMPACT

Statement of Purpose and Need

The overall purpose of this project is to establish a second mainline track between Joliet and St. Louis to enhance the passenger transportation network within the Chicago – St. Louis corridor, resulting in a more balanced use of the modal components of the transportation network by improving rail service. The existing transportation network consists of highway (automobile and bus), air and rail (Amtrak) travel. Currently, 99 percent of the 35 million annual trips made in the Chicago – St. Louis corridor are accomplished through automobile and air travel.

This project would improve existing passenger train-freight train meet (i.e., passing) operations by completing the double tracking of the Union Pacific Railroad (UP) portion of the corridor between Joliet, Illinois and St. Louis, Missouri, which would reduce delay, improve schedule reliability, and increase average train speed to meet the goal of a four-hour trip time between Chicago and St. Louis. (The Canadian National Railroad [CN] portion of the corridor between Joliet and Chicago is already double-tracked.)

The need for the project stems from problems caused by the modal imbalance, whereby 99 percent of travel is by auto and bus, with more than 90 percent having origins or destinations in Chicago or St. Louis. These problems include congestion on highways, with inherent safety risks and environmental impacts, costly airfares and energy-inefficient short-haul air operations, travel time delays, and unreliability. A more balanced transportation system would provide travelers with greater mobility options. Reduced travel time, service reliability, and safety would attract travelers from automobile and air travel to a new or improved rail mode of transportation.

Reducing travel time and improving service reliability are paramount to increasing the viability of intercity passenger rail transportation. In order to be attractive, passenger rail must meet or better the travel time of auto travel on the parallel interstate freeways with 65 mph speed limits. A four-hour overall travel time between Chicago and St. Louis is required to achieve that need. On-time performance, another key aspect of reliability, would be improved with the proposed project. Even with added passing capability, the existing single main track would not accommodate the additional frequency of proposed high speed passenger service and would not provide the operating flexibility required in view of the growing rail freight traffic.

Alternatives

No Build Alternative

The No Build alternative includes existing and projected freight and Amtrak services between Chicago and St. Louis and the proposed improvements to implement HSR as addressed in the Chicago – St. Louis HSR EIS (January 2003) and ROD (January 2004). These include upgrading the existing single track and 22 miles of siding, 12 miles of second track, one grade-separated highway-railroad crossing, and installation of enhanced warning devices at 174 grade crossings to allow 110-mile per hour (mph) operation for three round trips per day.

The No Build alternative would not meet the project purpose and need. It would not improve the modal balance in the Chicago – St. Louis Corridor, it would not ensure reliable four-hour travel time between Chicago and St. Louis, and it would not alleviate existing rail traffic conflicts. The improvements proposed in the EIS/ROD would not accommodate the increasing frequency of high-speed passenger service or the operating flexibility required for the growing rail freight traffic. As a result, on-time performance for high-speed passenger trains would be adversely affected. With the No Build alternative, additional rail capacity would be accommodated by adding more rail cars to existing trains rather than by adding additional trains.

Dwight-Chicago Alternatives

Three alternative routings and associated improvements (such as new double-tracking, crossovers, and sidings) between Dwight and Chicago also were considered. One was the existing route utilizing the UP between Dwight and Joliet and the Canadian National (CN) (former Illinois Central/GM&O/Alton) between Joliet and Chicago Union Station. A second alternative used a Norfolk Southern (NS) (former Conrail) branch line east of Dwight to Kankakee, and then the CN (former Illinois Central) line north to Chicago. A third routing followed the UP north from Dwight to Joliet and then followed the Metra Rock Island District (RI) (former Rock Island) line between Joliet and Chicago.

Springfield Alternatives

Two different routings through Springfield, Illinois were considered. One was the existing UP/Amtrak Corridor (Third Street), which uses the historic route of the Chicago & Alton Railroad through downtown Springfield. For many years, the Third Street Corridor was double tracked; however, one track was removed in the early 1970s. The Third Street Corridor includes about 25 at-grade rail-street crossings between Sangamon Avenue and Ash Street. Both UP freight and Amtrak passenger operations through Springfield are currently limited to a 25 mph maximum speed.

The second Springfield routing was the Norfolk Southern Corridor (Tenth Street), which would relocate UP freight operations, existing Amtrak and High Speed Rail passenger

trains, and Canadian National freight trains and I&M freight trains to a single shared corridor Tenth Street corridor. The plan included adding a second and, in short section, a third main rail track, plus grade separation structures at North Grand, Ash, and Madison/Jefferson Streets. If the three separate rail lines were all operating on the Norfolk Southern Corridor, some 70 trains per day would use the Tenth Street Corridor.

Preferred Alternative

The Preferred Alternative will establish a second mainline track between the Joliet and St. Louis stations, primarily within existing right-of-way. The proposed project will rehabilitate roadbed, and add new ties, rail, and ballast to reestablish the historic double-track configuration. As necessary, new train signaling will be installed, or existing signal devices will be upgraded. Consistent with FRA guidelines, numerous at-grade crossings will be modified to accommodate the second track and higher train speeds, with relocation of existing signing and crossing gates and/or installation of new protection devices, warning devices and/or electrical lines. Where bridges/culverts are widened, the roadbed will be modified in accordance with current FRA standards, and a Bridge Condition Report (BCR) will be prepared for each bridge.

The Preferred Alternative will enable Amtrak to increase passenger service from the existing 10 trips per day (5 round trips) to up to 16 high-speed rail trips per day (8 round trips) and will complement subsequent improvement activities provided for in the 2003 Final EIS. Construction of the Preferred Alternative is expected to begin in 2011 and end in 2015.

Benefits of the Preferred Alternative

The project would improve travel times and on-time performance over existing Amtrak service. An increase in rail passenger ridership is projected to occur as a result of the project, as the dual mainline tracks are expected to result in an overall reduction in rail travel times meeting the four-hour time between the corridor end points, plus improvements in the reliability and safety of rail service. The dual mainline tracks are also expected to avoid the operating conflicts for intercity passenger services resulting from the increased rail freight traffic anticipated to serve new intermodal freight facilities currently being constructed.

The project would also improve passenger service without adversely affecting existing and future rail freight service, as it would allow establishment of 110-mph high-speed rail (HSR) service within the corridor.

Procedural History

For over a decade, the IDOT has pursued improvements to passenger rail service between Chicago and St. Louis. The Chicago – St. Louis Corridor is part of the Midwest

Regional Rail System plan to develop and implement a 21st Century regional passenger rail system. In January 2003, the IDOT completed an Environmental Impact Statement (EIS) for the Chicago – St. Louis Corridor. The Preferred Alternative included the provision of high-speed rail service, 110 miles per hour (mph), along the Chicago – St. Louis Amtrak route south of Dwight, Illinios. No action was proposed between Chicago and Dwight. The proposed service consisted of three round trips per day. A Record of Decision (ROD) was signed in January 2004.

Since the ROD, the IDOT has made significant progress on the Chicago – St. Louis Corrridor in cooperation with the UP, which owns the right-of-way south of Joliet and operates rail freight services in the corridor. The IDOT has coordinated its planning efforts with CN, the owner and operator of the rail line between Joliet and downtown Chicago, which have involved subsidizing Amtrak operations and investing capital to upgrade UP and Amtrak facilities. The Chicago-St. Louis corridor track and signal systems have been upgraded, and four quadrant gates have been installed at many grade crossings. Total costs since the signing of the ROD have exceeded $110 million. Work in East St. Louis was completed under earlier programs, using $40 million in loan and grants provided by the IDOT and loans from the Federal Railroad Administration (FRA).

To support the Track 2 application for the Chicago – St. Louis corridor, the IDOT has prepared a Tier 1 corridor-wide NEPA document to address potential environmental impacts at the corridor or program level. This corridor-wide EA addressed improvements, primarily double tracking of the line, that were not included in the January 2003 EIS. Project-specific issues, such as environmental impacts associated with specific improvements, will be addressed in a Tier 2 NEPA document.

Based on the attached EA, which was completed in October 2009, FRA has concluded that the Preferred Alternative, including proposed mitigation measures, is not likely to result in significant environmental impacts. FRA concurs with the preferences of IDOT and finds that the Preferred Alternative is best able to achieve the project purpose and need without significant environmental impacts.

The FRA Office of Railroad Development has reviewed the attached EA. The potential for environmental impact is summarized for each resource category as follows:

Physical Environment

Air Quality/Energy

The proposed project would result in increased freight and passenger rail operations between Chicago, Illinois, and St. Louis, Missouri, with resultant increases in diesel locomotive emissions, idling and moving trains near stations, and train operations and service at maintenance and/or storage facilities.

However, the project is unlikely to adversely affect air quality. Under existing conditions, travel by rail is more energy efficient than travel by air or private automobile; therefore, any substantial increase in rail ridership from implementation of the Preferred Alternative would result in conservation of travel-related energy, with associated beneficial effects to air quality. The project is anticipated to result in a decrease in vehicle travel such that an annual reduction in vehicular fuel is estimated to be more than one billion gallons per year.

On a local level, the project would result in an increase in diesel emissions along the rail line and vehicular traffic and emissions near the stations. However, such increases in would be small, and would not result in a measurable increase in emissions.

Effects related to project construction would be limited to a short-term increase in fugitive dust and mobile-source emissions. State and local regulations regarding dust control and other air quality emission reduction controls would be followed. If necessary, a permit would be obtained for portable bituminous and concrete plants that may be used during construction.

Floodplains

The Preferred Alternative would not permanently impact 100-year floodplains. Culvert replacement and bridge repair and/or widening may cause a temporary impact to these floodplains. However, temporarily impacted areas would be restored following construction. Although 19 floodplains are within the project area, primarily associated with the river crossings, the proposed stations in Chicago Union Station, Summit, Joliet, Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville, Alton, East St. Louis and St. Louis are not within flood zones.

Noise and Vibration

The Preferred Alternative would not have significant noise and vibration impacts. Based on a preliminary screening analysis conducted in compliance with Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA) guidance, only a few locations (primarily residences near the right-of-way) could be identified as potential sites for more detailed study. Therefore, it is likely that few, if any, locations would be adversely affected by noise or vibration associated with project operations. Specific noise and vibration impacts will be evaluated in the Tier 2 documents.

Visual Resources

The Preferred Alternative would not have a significant impact on visual resources. Visual and aesthetic quality in the project area was assessed in accordance with FHWA guidance: *Visual Impact Assessment for Highway Projects* (USDOT 1983). The project proposes additional rail service on existing rail lines, with potential renovation, reuse

and development of some stations. The additional passenger rail service on existing rail lines would be a minor increase in an existing use on existing facilities; the duration or frequency of the added trips would not be notable to visual receptors along the corridor. Renovation, reuse and development of stations in their present locations would not have notable visual impacts.

Eleven existing and one proposed station lie along the rail corridor: Chicago Union Station,; Summit; Joliet; Dwight; Pontiac, Bloomington-Normal; Lincoln; Springfield; Carlinville; Alton; East St. Louis; and St. Louis. Other than a new station being proposed for the East St. Louis location, no changes other than minor increases to existing use are expected, due to implementation of additional passenger rail service.

Agriculture

The Preferred Alternative is planned to occur primarily within or adjacent to existing railroad right-of-way. Although agriculture is the primary land use in the project corridor, no substantial impacts to agricultural areas are anticipated. However, several grain elevators are located near the rail line, primarily along the east side of the corridor. Given their proximity to the rail right-of-way, there is the potential for them to be impacted during project construction or operation. Based on final project design, it may be necessary to implement measures to mitigate potential impacts to nearby grain elevators.

Ecological Systems

Wetlands and Waters of the U.S.

The Preferred Alternative is not anticipated to permanently impact wetlands. Any temporary impacts to wetlands would cease immediately after construction is completed, and wetlands would be restored to their previous condition.

There are no wetlands adjacent to the stations in Chicago Union Station, Summit, Joliet, Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville, Alton, and St. Louis. However, along the corridor, 75 mapped wetlands are found within 100 feet (50 feet from the track centerline).

In accordance with USACE regulations, all conditions and requirements of Nationwide Permit 14 and Regional Permit 3 would be followed. Further, under the Illinois Wetland Protection Act of 1989 (Chapter 415 *Illinois Compiled Statutes* Section 5/), IDOT mitigates for both isolated and jurisdictional wetlands. If state or state pass-through funding is utilized, the project would follow the Illinois Interagency Wetland Policy Act (IWPA), which requires mitigation of all impacts to all wetlands, regardless of size. Therefore, additional measures to mitigate potential wetland impacts are not necessary.

Water Quality and Resources

The Preferred Alternative is not anticipated to permanently impact surface waterways or their water quality. Temporary impacts to waterways may occur during culvert replacement and potential bridge replacement. Temporary impacts would cease immediately after the activity is completed. Construction impacts would be minimized and mitigated using Best Management Practices.

The Chicago to St. Louis rail corridor traverses 10 major watersheds within Illinois, crossing 48 streams, some more than once. Some of these streams (or portions thereof) are considered navigable waterways, highly valued aquatic resources, Class I streams, natural areas, wild and scenic, and unique, highly valued and moderate aquatic resources.

All attempts will be made to avoid waterways. If avoidance is not possible, impacts will be minimized to the greatest extent possible. To comply with Section 404 of the Clean Water Act, impacts to any waterway(s) will be assessed, with necessary permits obtained from the US Army Corps of Engineers prior to construction. If impacts result, a Nationwide Permit 14 for Linear Transportation Projects may be applicable in the Rock Island and St. Louis District of the Corps of Engineers. In the Chicago District, Regional Permit 3 applies to linear transportation projects. All conditions and requirements of Nationwide Permit 14 and Regional Permit 3 would be followed. Section 401 Water Quality Certification is not expected to be obtained separately, as the IEPA has conditional Section 401 Water Quality Certification applicable to Nationwide Permit 14 and Regional Permit 3.

The Preferred Alternative is not anticipated to impact groundwater in the project area which, overall, is considered good. No regulated groundwater recharge areas are within the project area, although United Water Illinois has a source water protection area within the project construction zone. The risk for groundwater contamination is low to moderate except where the corridor crosses alluvial deposits, where the potential for groundwater contamination is rated as high.

Several hundred private wellheads lie within 200 feet of the project corridor, the minimum setback for private water supplies. All of the private wells are outside of the railroad drainage ditch that is expected to act as adequate confinement in the event of any diesel fuel spill (Chicago-St. Louis High-Speed Rail Project Final Environmental Impact Statement, 2004).

Threatened and Endangered Species and Special Lands

Both federal and state listed threatened and endangered species and special lands occur along the project corridor and within the counties it passes through. These are described in detail in the attached EA. The Preferred Alternative is not expected to have significant

impacts to these resources. Prior to station development, increase of train frequency or speed, or track construction, specific information concerning the presence of state and federal listed species would be obtained. Coordination with USFWS and Illinois Department of Natural Resources would occur regarding the potential for the project to affect federal or state threatened or endangered species. This coordination and consultation would continue as needed to assure that appropriate mitigation measures are incorporated into the project minimize or avoid impacts to protected plant and animal species.

Special lands within the project corridor include Illinois Natural Areas Inventory (INAI) sites and Nature Preserves. These INAI sites are scattered throughout the length of the project and may be located within the railroad right-of-way. Nature Preserves also are located adjacent to the existing railroad tracks, and the Hitts Siding Prairie Nature Preserve, Denby Prairie Nature Preserve, and Funks Grove Nature Preserve may be located within the right-of-way. Also, two Illinois State Parks are within or adjacent to the project right-of-way: Edward Madigan State Park (Railsplitter State Park) in Logan County, east of and within the right-of-way, and Beaver Dam State Park west of the right-of-way in Macoupin County.

Avoiding INAI sites may be impractical due to their proximity to the existing tracks. However, permanent impacts to INAI sites can be avoided through proper design and construction practices. Avoidance of Nature Preserve sites is required by Illinois law. Therefore, prior to construction, the Preferred Alternative would be required to consider the location of dedicated Nature Preserves. Proposed station locations or station improvements can be sited to avoid impacts to INAI sites, nature preserves, and state parks through coordination and consultation with the USFWS and IDNR. There are several parks and 4(f) resources adjacent to the project corridor which will be avoided with the addition of new mainline rail, sidings, or related railroad infrastructure.

Human Environment

Transportation

The Preferred Alternative would not have permanent adverse impacts on transportation resources. Projected ridership for the Preferred Alternative is approximately 601,700 annual passengers as increased train speeds result in rail passenger service being a more viable transportation mode in the corridor. It is projected that approximately 31 percent of passengers in the year 2010 will be travelers diverted from other modes, which is likely to increase the need for intermodal connections (Metrolink, bus, taxi) at stations along the corridor. Intermodal connections are available at all existing stations except Dwight and Carlinville. At all stations, existing parking facilities are adequate to meet the demand associated with eight round trips per day service.

Studies of alternative routing of rail freight service, independent of passenger rail implementation, will be undertaken in Springfield. The studies will examine alternative routes for relocation and consolidation of rail freight service in Springfield by all the freight railroads that operate in Springfield. Funding has been included in the project application for freight mitigation measures in Springfield.

Station Access

With the exception of the St. Louis station, the Amtrak stations in the corridor have excellent access and will not be affected by the Preferred Alternative. The St. Louis station is located on the edge of downtown between an elevated freeway and the existing railroad tracks. Access to this station will substantially improve with the new multi-modal transportation terminal planned by the City of St. Louis.

Bridges

Under the Preferred Alternative, trains would cross two drawbridges over Navigable Waters in the City of Chicago and would be required to yield to vessel traffic. The first drawbridge crosses the South Branch Chicago River and is typically raised two times during the week and two times per day on weekends for approximately 10 minutes. The second bridge crosses the South Fork of South Branch Chicago; it is unlikely that this bridge is ever raised. Therefore, the impact of these bridges is expected to be minor.

Vehicular Traffic

Under the Preferred Alternative, vehicular traffic will be temporarily impacted where grade crossings will be modified or improved. At a minimum, the grade crossing improvements will require traffic to slow through construction zones while new warning devices and other improvements are installed. In some cases, temporary diversion of traffic may be required. These impacts could affect emergency services, schools, businesses, local events, and other activities requiring vehicular access. However, all construction-related impacts will be temporary and are considered minor.

Socioeconomic

The Preferred Alternative is not anticipated to have a major impact on socioeconomic conditions for the areas affected by the project. Minor disruptions may occur to community services and facilities during project construction. No impacts are anticipated to demographic characteristics of the affected areas. As with most major transportation investments, economic conditions in the affected areas are expected to benefit from this project, although the degree of this benefit remains unclear. Specific project impacts will be evaluated in the Tier 2 documents.

Environmental Justice and Title VI

The Preferred Alternative would not have an adverse effect on issues related to Environmental Justice and Title VI. In fact, improved train service and stations would likely be an overall benefit to the affected communities and to the low-income and minority population residing within these communities. The Preferred Alternative would result in improved regional access to major metropolitan areas and provision of an alternative form of transportation to highway or air travel.

For the most part, stations are situated in areas where the percentage of people living below the poverty levels and of minorities comprising the population would not exceed county-wide levels. Further, land uses in the vicinity of the stations is not residential, and in many cases, is railroad-related given that the proposed second track primarily would utilize existing right-of-way and would not result in residential or business displacements.

Public Health and Safety

The Preferred Alternative would have an overall benefit to public health and safety. All measures would be taken during the engineering design phases to meet or exceed all rail operation safety standards along the corridor. Additional grade separations and railroad crossing upgrades would have a beneficial impact on the potential for collisions. Also, the Preferred Alternative would result in improved access to metropolitan areas (Chicago, St. Louis) that offer concentrations of medical services not available in rural or small communities. Also, by diverting traffic from the interstate system and local roads, the Preferred Alternative is anticipated to help reduce the rate of congestion growth, along the corridor, thereby resulting in improved safety for motorists.

Hazardous Materials

The Preferred Alternative would not have adverse impacts related to hazardous materials. IDOT guidelines for highway construction require identification of the locations of nearby contaminated sites in the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) compiled by the U.S. Environmental Protection Agency (EPA). Also, Section 22-6.03 of IDOT's "Bureau of Design & Environment Manual – 2002 Edition" states that "[p]rior to acquiring a property interest in a potential hazardous waste or hazardous substance site (whether included on the CERCLIS list or otherwise made known to the district office), the district office should consider the possible risks and liability that may be involved." Therefore, although several segments of the corridor pass through areas that are known or potential contaminated sites, they will have been identified prior to construction activities that could involve the release or transport of contaminated materials, and appropriate measures would be implemented, in accordance with state and federal requirements.

Cultural Resources

The Preferred Alternative would not have an adverse impact on cultural resources. As the project planning process continues, current information will be supplemented with additional survey, research, and documentation not included on available online databases. Supplementary historic architectural and archeological survey efforts would assess portions of the current project APE that are not included in prior environmental studies. The scale and methodology of this work would be determined during continued consultation with the State Historic Preservation Offices in Illinois and Missouri to assure project compliance with Section 106 requirements of the National Historic Preservation Act of 1966, as amended, for federally funded transportation projects.

Properties would be evaluated for eligibility for listing in the NRHP using established professional criteria and considerations set forth in *How to Apply the National Register Criteria for Evaluation*. With completion of the Identification and NRHP Evaluation, analysis would turn to the evaluation of potential project effects to all identified NRHP-listed and NRHP-eligible properties. Proposed project activity and its potential to directly and/or indirectly affect NRHP-listed or NRHP-eligible properties would be evaluated per the criteria of adverse effect set forth in Section 106 regulations.

Should the effects analysis indicate a potential adverse effect to an NRHP-listed or -eligible property (that cannot be avoided), a mitigation treatment plan would be included in a Memorandum of Agreement or Programmatic Agreement. This agreement would be developed in consultation with the appropriate SHPO and any other consulting parties.

The preliminary historic resource inventory for the project corridor contains 42 historic architectural resources, 21 of which are listed in or determined eligible for listing in the National Register of Historic Places. This inventory includes previously documented railroad infrastructure such as bridges and depots within the railroad right-of-way.

The preliminary archeological inventory for the project corridor did not identify any existing National Register-listed or National Register-eligible sites within the project APE. However, the 1998 Phase I survey recommended additional Phase II survey work at two at-grade rail crossings located at TR234 (Mile Post 231.00) in Macoupin County, Illinois. The at-grade rail crossing at Maryville Road (Mile Post 270.70) in Madison County, IL, is also recommended for Phase II testing. No further testing was recommended for the remaining 448 rail crossings.

Construction Impacts

Construction of the Preferred Alternative would not have permanent impacts on resources within the project area, as construction impacts would be local and temporary, the most noticeable being noise, vibration, dust, and traffic disruptions. These impacts

would occur from operation of equipment and short-term closure of cross-streets for installation of additional track, upgrade of crossing surfaces, rehabilitation of existing track, and upgrade/installation of bridges and signal devices at intersections. Normal traffic would be re-routed at various times.. Implementation of industry-standard control measures (traffic control, dust, erosion and sedimentation controls, properly fitted emission control devices, mufflers, etc.) would minimize impacts, which would cease at each site upon completion of construction.

The project may require periodic reduction in the operating speed of trains that pass through construction zones. Also, there may be a need to adjust the schedule of rail operations if activities require temporary shutdown of selected track sections. Such schedule and/or operations adjustments would be necessary when there is a potential safety risk due to the proximity of moving trains and construction activities that are incompatible with ongoing train traffic.

There also is the potential for temporary construction impacts to floodplains, wetlands, streams, and surrounding streambanks. Where a new second track is added, extension of culvert or bridge structures may be required, with temporary construction impacts where new bridge structures are installed. However, the contractor would be required to avoid wetlands that may be located within the railroad right-of-way during the establishment of construction staging areas and other construction activities. In addition, erosion, sedimentation and bank stabilization measures would be employed where construction occurs at or near creeks or creek crossings and the Vermillion River, consistent with the IDOT Bureau of Design and Environment Manual, and the IDOT Standard Specification for Road and Bridge Construction, January 1, 2007. Riprap will be placed along stream banks to provide bank stabilization where bridge widening will take place. Also, best management practices will be implemented for work in association with the Mackinaw River due to its high rating as a Unique Aquatic Resource. Erosion and sediment control measures and stormwater pollution prevention measures at stream crossings will be part of the overall project as required by National Pollutant Discharge Elimination System (NPDES) and Section 404 Permits. In addition, water withdrawal for construction will be coordinated with the Illinois Department of Natural Resources (IDNR), Office of Water Resources.

Secondary and Cumulative Impacts

Indirect Impacts

The Preferred Alternative would result in secondary (indirect) impacts as installation of the second mainline track would provide for additional rail traffic, which then could result in the need for further station area development. This transit-oriented development would likely occur in already built-up areas. Local review boards would be

responsible for investigating potential impacts to water, sewer, traffic and other environmental factors from future transit-oriented development.

Cumulative Impacts
The Preferred Alternative would have slight beneficial contributions to cumulative impacts. The proposed second track and consequential increase in passenger trains could provide an overall benefit to air quality. The increase in rail service would provide service for those who would otherwise travel between Chicago and St. Louis by motor vehicle. This shift in travel mode is expected to reduce overall vehicle emissions. The additional of passenger rail service would also encourage further transit-oriented development, in addition to development that is already occurring adjacent to existing stations.

Therefore, the FRA finds that the project as presented and evaluated in the EA according to FRA's *Procedures for Considering Environmental Impacts*, including the mitigation measures outlined within, will not have a significant adverse impact on the quality of the human and natural environment.

_____ _____ _____

Name Date
Title

Upload #13

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	PMP-DT

ILLINOIS HIGH SPEED INTERCITY PASSENGER RAIL
DRAFT PROGRAM MANAGEMENT PLAN FOR CHICAGO-ST. LOUIS CORRIDOR

25 September 2009

INTRODUCTION

Program Management of large-scale projects, such as the transformation of the Chicago-St. Louis Corridor into a high-capacity, high-speed mixed-use corridor, requires resources, skills and experience in the organization and delivery of efforts of similar scope and scale. The Illinois Department of Transportation (IDOT), as well as partner Union Pacific, are highly experienced in the delivery of major transportation programs. Unlike many state DOT's, IDOT also has experience delivering rail programs. However, because of the complexity and wide scope of needs, Program Management Teams (PM Teams) are frequently engaged to augment the public agency, rail carrier and regulatory agency's forces, and will be employed for the Chicago – St. Louis corridor program.

This Program Management Plan is based on experience gained in the organization and delivery of prior, similar projects including the Taiwan high speed rail project and other intercity passenger rail improvement programs proposed for implementation in the US. The program management approach outlined in this plan is also envisioned to be applied singly to this corridor, to a combination of this and other corridors (such as, all of the projects for which IDOT is submitting Track 2 Applications), or could even be applied on a multi-state basis, in terms of Illinois and the immediately adjacent states, or all the states making up the Midwest Regional Rail Initiative.

OVERVIEW

The role of a PM Team is to manage the program implementation including the wide-range of interdependencies between standards, designs and projects that comprise the overall program. The Team coordinates those elements of the program that are common to the management; organization; finance; risk assumption; as well as standards of communication, methods, technology and quality that are required to successfully develop and provide the fixed facilities, rolling stock and transportation services envisioned. The Team provides either direct management or management oversight to accomplish the goals of the program.

It is expected that the Chicago-St. Louis Corridor PM Team would serve as the Owner's Representative in the execution of the program. The Team is envisioned to be integrated, with staff from IDOT, consultants, and other program partners. For a program of this size, with the broad range of disciplines and stakeholders involved, it is recommended that key personnel from IDOT, Amtrak and UPRR be temporarily assigned to the PM Team, to ensure that input, review and coordination activities are expedited. These agency and carrier personnel will work hand-in-hand with the consultants that make up the PM Team throughout the duration of the program. The PM Team would define the roles and responsibilities within the program and would be responsible for the overall integrity and coherence of the program.

Individual projects are defined with in the overall program. In the case of Chicago-St. Louis Corridor, these individual projects could include the rolling stock acquisition, environmental activities and design activities. Design activities can be on a line section basis (such as between Joliet and the UPRR Intermodal Center now under construction) or on a location-specific basis, such as when a special structure or approach is required. An example of this may be the planned grade-separation of the UPRR and NS lines at Iles, near Springfield.

Project Managers within the PM Team will be responsible for day-to-day execution of individual

project components of the program, and report to the management of the PM Team. Additionally, the PM Team would be responsible for ensuring that productive relationships are maintained with each of the key stakeholders, including IDOT, the UPRR, Amtrak, Metra, regulatory agencies and local governments and authorities. Media and the public at-large are also a key part of the relationship and information dissemination responsibilities of the PM Team.

ELEMENTS OF A PROGRAM MANAGEMENT PLAN

The scope of the PM Team's activities and responsibilities are outlined below:

I. ORGANIZATION AND PROTOCOL DEVELOPMENT

A. IDOT Interface
Establish points of contact between IDOT and the PM Team for formal and informal contact. Establish a system of reports to the client to document progress, problems and resolutions and other issues that arise in the conduct of the Chicago-St. Louis Corridor program. Establish periodic program review protocol.

B. Railroad Interfaces
In a similar context, establish points of contact with Amtrak, UPRR, CN and Metra (in example), for formal and informal contact. As noted in the preceding section, if IDOT, Amtrak and UPRR personnel are assigned to the PM Team this would provide the channel for the formal contact with these carriers. Points of contact would need to be established with each of the connecting/crossed rail lines on the corridor including the Belt Railway of Chicago, BNSF, CSX, Gateway Eastern, Illinois & Midland, NS and TRRA among others.

C. Federal Railroad Administration and Illinois Commerce Commission Interfaces
Establish points of contact with the regulatory agencies having jurisdiction will serve the program well over the duration of the assignment. In addition, to ensure that coordination is expedited with these agencies, the PM Team should include personnel experienced in dealing with these matters, which will review applicable regulations and establish compliance standards and expectations. Establish protocol for periodic or milestone compliance and issues review.

D. Program Management Plan
Prepare detailed plan for the PM Team's organization necessary to achieve the goals of the program. This can also be used by IDOT and the regulatory agencies as a tool to measure the PM Team's progress over the duration and to schedule key coordination activities, design review participation, etc.

1. Project Management Plan
Develop specific documents that will set forth requirements for sub-consultants, specialty consultants, vendors and contractors to develop plans to deliver their respective product or service to the program in a timely manner and within budget. Periodic reporting requirements will be clearly identified to ensure that the PM Team is aware of progress and issues and

can take remedial action in a proactive manner.

2. Public Involvement Plan
   Engage the public and stakeholders to advance the acceptance and success of the program. The public involvement plan will encompass the planning, execution and inauguration of service aspects of the Chicago-St. Louis Corridor program. Establish a system for communicating news to the appropriate outlets. Maintain a program website timely communication program goals and progress. Advanced information dissemination and document control tools, such as "ProjectSolve" can be used to expedite the flow of documents between IDOT, the PM Team, the rail carriers and regulatory agencies in a secure (password-protected, etc.) manner.

3. Organization Chart
   It is important that organizational roles and relationships are identified and understood by project personnel. Keeping organization chart(s) current will aid all parties concerned – IDOT, the members of the PM Team and the key stakeholders (UPRR, Amtrak, FRA, ICC, etc.).

4. Document Management Standards
   Establish the parameters of a Document Control System. Define methods and location of storage and recall.

5. Communication Protocol
   Specify office and field communication systems to assure timely control and command of the program. Establish methods of communication acknowledgement and methods to store and recall vital program communications.

6. Information Technology Protocol
   In conjunction with Document Management and Communications Protocol, establish and implement an information technology system suitable to support management of the program in accordance with the stands and protocols established.

7. Quality Assurance/Quality Control Plan
   Ensure that all work and deliverables prepared by the PM Team conforms to IDOT or other regulatory agency standards of Quality Assurance and Quality Control. Specialty subcontractors will be required to conform to and maintain their certification in applicable ISO Standards. Towards that end, the PM Team's QA/QC program will include regular review and periodic audit requirements to ensure that standards are being maintained.

8. Program Safety Plan
   For a major construction undertaking such as the Chicago-St. Louis Corridor, it is essential to establish a program-wide safety program. Key components of this program will include training and reinstruction provisions, regular monitoring, corrective actions and a reporting program. Establish methods to

instill a culture of safety throughout the construction, inauguration and operational phases of the program. Provide for the development of operational phase safety and security plans. Throughout the duration of the program, is it imperative that the PM Team Safety Officer work with the responsible safety officials of IDOT, Amtrak, UPRR, FRA and ICC to ensure that agency and carrier standards and practices are respected. Given the need to work in close proximity to active rail lines and/or near crossing rail lines, contractors and their personnel will be required to attend or take rail carrier safety programs and to maintain current safety certification. Contractor selection criteria will include that the contractor has worked successfully around active rail tracks and facilities and has a demonstrated record of positive performance in this area.

9. Dispute Resolution
   Establish methods and protocols to resolve disputes between PM Team members. These methods can also be applied to disputes between the team and external entities.

II. ADMINISTRATION

A. Document Control
   Implement the requirements of the Document Management Standards including the establishment of, training on and testing of the systems necessary to assure secure storage and convenient recall of critical program information.

B. Scheduling and Project Control
   Implement a system of program scheduling that includes the incorporation of the entire universe of program execution. Provide for the periodic update of schedules, the monitoring of progress, the development of recovery schedules and the reporting of schedule progress to PM Team management staff.

C. Cost Estimating
   Provide an organization to estimate expected program costs and review the accuracy of estimates. Provide for the periodic update of cost estimates and the monitoring of cost trends, as well as methods and procedures to enact corrective action when overages are identified. This is especially important given the FRA requirements with regard to fiscal responsibility for overruns, etc. Establish budgets for program execution and track progress against the budget.

D. General Purchasing
   Provide methods for the control and execution of general purchasing for the execution of the program. This purchasing function is not related to the procurement of system capital goods or professional services required to establish the final transportation system, but rather to equip and supply the PM Team to conduct the program management activities.

E. Cost Accounting
   Establish a system of cost accounting to apprise IDOT of program costs vs. program

progress. Provide for the review of PM Team invoices and the review of deliverable status. Provide for payment of invoices or transmittal of reviewed invoices to IDOT. Provide periodic reports on cost and budget compliance to program managers. Prepare PM Team invoices to IDOT. All invoices and program progress reporting would conform to IDOT and/or FRA requirements.

F. Public Involvement
Establish a public involvement office to track and disseminate program information to the media and directly to the public, as well as maintain communications with principle stakeholders. This office will have a coordinated working relationship with the IDOT and State Government public information services/staffs. Speakers' Bureaus and other program-tested methods will be employed to ensure that a consistent and positive message is available to the media, to local governments and to the general public. Establish and maintain a program website. Establish points of contact with local governments in the on-line towns and cities on the Chicago-St. Louis High Speed Rail route.

III. CONTRACTING

A. Contract Standards
In accordance with IDOT requirements, establish contracting standards for the engagement of outside consultants, developers, vendors, equipment suppliers and contractors ('the program team'). Compose 'boilerplate' contractual provisions to enforce the requirements and protocols of the Program Management Plan.

B. Professional Services Procurement
In conformance with IDOT and FRA requirements, procure those professional services necessary to execute the program, including but not limited to the procurement of the General Engineering Consultant (GEC). The GEC will be responsible for specification development and design of civil and roadway facilities, communication and signal systems, operating and maintenance facility architecture, station architecture and oversight of rolling stock design, manufacture and delivery.

C. Contractor Procurement
In accordance with the requirements of IDOT, procure the services, including as appropriate, the supply of material for the construction of fixed facilities.

D. Equipment Procurement
In conformance with IDOT, FRA and Amtrak requirements, procure the 110 MPH-capable and certified rolling stock including passenger cars and motive power to be used on the Chicago-St. Louis Corridor. Also included in this area of responsibility are units of maintenance equipment, both mobile and fixed, and automatic reservation and ticketing devices, if required.

E. Right-of-Way Acquisition
In accordance with the requirements of IDOT, provide for the acquisition of any necessary right of way required for establishment of the transportation system. This function must be coordinated with the UPRR real estate group and any other

involved rail carriers (such as at a complex junction, etc.).

F. Railroad Agreements
Establish agreements with each of the host/owning railroads for access to the railroad property and for all other facets of the program which require the sign-off and/or permission of the rail carriers (access to drawings and data, etc.). Develop Memoranda of Understanding (MOU) with each of the railroads including Amtrak, UPRR, CN, Metra, NS, TRRA and others to outline the roles and responsibilities of the each of the parties. Make provisions for the assignment of liability and risk, provide for indemnity as permitted, establish standards and provisions for maintenance, standards for dispatch, establish Force Account Agreements for cost reimbursement and incentives for exemplary performance. Provide for timely communication during operations and methods for the resolution of disputes.

G. Contract Administration
Under the Cost Accounting provision, review contract invoices and provide for the accounting and control of deliverables. Provide protocols for contract change management, contract termination, review and settlement of claims, and provide for contract closeout and audit.

IV. FINANCIAL

A. Funding Sources
Identify, track and as required, tap sources of capital funds for the establishment of the transportation system. The sources of capital funds may be equity, debt, bonds and grants (including unobligated FTA funds for related transportation improvements, etc.). In accordance with IDOT, FRA and FTA requirements, the use of Public-Private Partnerships may be investigated and established. Sources and uses of capital funds shall be identified and reported to IDOT, FRA and FTA.

B. Risk Management

1. Identification and Assignment of Risks
Identify risks inherent in the establishment and operation of the high-speed rail corridor and assign responsibility for the risk to those parties best positioned to control or mitigate the risk.

2. Insurance Program Development
Define a program of insurance to mitigate certain risks and liabilities both for the establishment and operation of the high-speed rail corridor.

3. Insurance Program Oversight
Provide for the oversight of the insurance program to assure that responsible parties establish and maintain their insurance program requirements.

C. Ridership and Revenue Assessments

1. Ridership Estimates and Surveys

Conduct ridership surveys, and perform investment-grade ridership forecasts and revenue estimates. Forecasts must meet the expectations of the financial marketplace. Conduct focus group and other investigations to provide IDOT, Amtrak and FRA with realistic insight into the demographic of the customer base and trip purposes serviceable by the system. Market research is to be used as the basis for train sizing and schedule development.

2. Customer Service Plan
   The results of ridership investigations in item C.1, above, will be utilized to establish and optimize a customer service plan for the Chicago-St. Louis Corridor that will maximize the cost-benefit aspects of the program and meet the customer expectations for dominate trip purposes. Since enhancing the feasibility of the Amtrak connections at either end of the Corridor is a key objective of this program, the PM Team will work closely with Amtrak and IDOT in the development of a comprehensive program to optimize connections to key destinations beyond the geographic limits of the Corridor.

3. Pricing Plan
   Results of ridership investigations shall be used to define a pricing plan for ticketing and the provision of other customer services on the Chicago-St. Louis Corridor trains.

D. Financial Market Interface
   The PM Team shall establish and maintain relationships in the financial marketplace to stay abreast of conditions that may affect the financing of the Chicago-St. Louis Corridor program. Marketplace conditions shall be reported regularly to IDOT, Amtrak and the FRA.

V. SYSTEM STANDARDS AND INTEGRATION

A. System Vision
   In conjunction with IDOT and using the Service Development Plan as the basis, develop a Vision Statement for Chicago-St. Louis high speed rail and enhanced passenger services to be offered and the configuration of the transportation system necessary to deliver that service. Address issues of service branding and brand management. Using Public Involvement resources, vet the initial vision with the potential customer base (the public) to refine the Vision Statement. Provide for periodic review of the vision statement and the service program which delivers on the vision. Include liaison with the immediately adjacent states and Amtrak in this iterative process.

B. System Concept and Integration Plan
   In accord with the System Vision, establish a plan for system configuration, including but not limited to station locations, platform types, track configuration, signal and communication system configuration including Positive Train Control, motive power and passenger equipment configuration, maintenance standards and methods. Provide a plan to assure all system components function as a unit, including training

and certification requirements for system operation.

C. Technical Standard Development
Establish technical standards, and detailed specifications for track construction and maintenance (suitable for sustained 110 MPH passenger train operation, but also recognizing the requirements of the various types of freight services which will continue to operate on the Chicago-St. Louis Corridor), the 110 MPH-capable passenger equipment and motive power, communications and train control systems, maintenance (appropriate for dealing with the diverse needs of this mixed-use corridor), operating and station facilities (for both the "IL-Dwight-St. Louis-2004 ROD Improvements" and the "IL-Chicago-St. Louis-Double Track" projects).

These ranges of capital investments affect the layout and design of the physical plant and the station facilities. For example, in the double-track project, many stations will have second platforms installed, each of which must have the full range of amenities installed (consistent with Amtrak guidelines and standards). The platforms themselves will be ADA compliant, and will have grade-separated, ADA-compliant passenger access provisions installed at that time.

D. Operating Standards

1. Operating and Safety Rule Integration
In cooperation with Amtrak, the host railroads and the FRA, review and supplement as appropriate for passenger operations, the Operating and Safety Rules. This effort may include provision for the acceptance of changes and modification of Rules by the host railroads. The implementation of high-speed passenger train operation, double-tracking of the complete corridor and the consequent increase in the volume of high-speed passenger train movements, may introduce new and/or unique rules and operating procedures requirements.

This effort will include a joint PM Team, Amtrak and host railroads rules and procedures committee (or similar) to develop and refine the rules and procedures required to safely conduct Corridor operations.

2. Training Standards
In cooperation with Amtrak, the host railroads and the FRA, establish a program of training for operating personnel to assure a safe operation in compliance with the Operating and Safety Rules established. This effort will include the necessary certification, licenses and permits needed to safely and reliably operate this joint-use, high-speed corridor and to ensure that a high standard of customer service is delivered by all crews, each and every day.

As with the rules and procedures committee, a training standards committee approach may be used as the delivery method.

E. Railroad Interface
Provide for the review, comment and acceptance of the system configuration,

technical standards and specifications, system integration and operating standards by Amtrak, the host railroads and the FRA.

F. FRA and ICC Interface
Provide for the review, comment and acceptance of system configuration, technical standards and specifications, system integration and operating standards and rules by regulatory agencies with jurisdiction. Note that direct FRA involvement in the rules and procedures process is proposed in Section D.1, above.

G. Customer Service Standards
Establish train schedules that provide transportation service optimized to the dominant trip purposes on the Chicago-St. Louis Corridor, as identified by the ridership forecasting exercise.

Perform performance modeling using the RTC simulation model and coordinate acceptance of the train schedules by, IDOT, Amtrak and the host railroads. Ensure that coordination with key connecting services in Chicago and St. Louis is reflected in the simulation, and that these connections are optimized.

Specify desired standards for station operations and convenience, including personnel, cleanliness, ticketing and reservation access, security provisions, sanitary provisions, parking, baggage handling, ADA provisions, groundside transportation, food service, sundry service and other foreseeable customer amenities.

Establish standards for the provision of on-board customer services as are necessary or customary to passenger transport on a high-density corridor operation, such as the Chicago-St. Louis service will transition to. These standards shall include but not be limited to baggage provisions, environmental control, sanitary facilities, food service, internet access, ticket validation, emergency communication and egress, and on-board announcements.

H. Special Studies and Investigations
Provide methods to meet any requirements for special studies or investigations deemed necessary by IDOT, Amtrak, the FRA or the PM Team to establish the safe and efficient operation of the Chicago-St. Louis High-Speed Rail Corridor.

I. Engineering Consultant Oversight

1. Design Reviews
Provide for periodic review of standards and designs being developed by the section or facility design teams, whether contracted by IDOT, Amtrak, the host railroads or other entities. Establish formal standards of review and reporting of findings, comments, corrections and recording of final designs and modifications. Establish a system of configuration control and design acceptance.

2. QA/QC Audits
The PM Team's project implementation plan will establish that all

subcontractors shall have a conforming QA/QC plan for their specific assignments. The default position will be that the subcontractor will adopt all requirements of the PM Team's QA/QC Plan for their work.

Regardless of the source of the QA/QC Plan governing the work of an individual subcontractor, the PM Team will require periodic audits on the QA/QC plan implemented by the subcontractor. These audits will consider preparation of plans and other documents, as well as manufacturing and construction activities, depending on the specific role and responsibility of the subcontractor. The audit procedures will be set forth, along with the process for identifying such occurrences and non-conformances, the review and reporting of same and the method for resolving these occurrences.

J. Value Engineering
Establish a system of value engineering reviews jointly between the PM Team and the designers/other subcontractors to assure that the technical standards of all elements of the program are being met at a minimum life cycle cost. A requirement for certified value engineering personnel to be part of the PM Team will be included in the scope of services. The roles and responsibilities of the subcontractors in the achievement of these value engineering goals will be established in their subcontractor agreements with the PM Team.

Provide for the period review of design and manufacturing/construction cost estimates to ensure that sound value engineering principles are being applied throughout the process. The process for identifying cost reductions/method changes will be identified, along with reporting procedures and the method for resolving discrepancies.

VI. PROGRAM EXECUTION

A. Environmental Clearance and Compliance Oversight
With the appropriate agencies (IDOT, etc.), scope and obtain the necessary environmental clearances as required by the National Environmental Protection Act. Conduct oversight of the program team to assure compliance with the requirements of the environmental clearance.

B. Design
With the assistance of the GEC, the PM Team will review designs for compliance with the technical standards and the ability of the design to meet the expectations of the system plan and the expectations of IDOT, Amtrak, the host railroads and the FRA, as appropriate.

C. Right of Way Acquisition
Assure compliance with IDOT and host railroad requirements for right of way acquisition and compliance with federal rules regarding right of way.

D. Utility Relocation
Assure that utility relocations are accomplished in accordance with the design and

are compliant with all agreements and other procedures the host railroad may have in place governing utility location on the right of way.

E. Roadway Projects
Provide for field inspection, progress meetings, QA/QC audits, safety reviews and invoice reviews to assure that the design and construction of roadway facilities meet the contractual requirements and technical standards of the PM Team, IDOT, Amtrak, the host railroads, the FRA and the ICC.

F. Communication & Signal Projects
Provide for field inspection, progress meetings, QA/QC audits, safety reviews and invoice reviews to assure that the installation and testing of all communications and signal systems meet the contractual requirements and technical standards of the PM Team, IDOT, Amtrak, the host railroads, the FRA and the ICC.

G. Operating and Maintenance Facility Projects
Provide for field inspection, progress meetings, QA/QC audits, safety reviews and invoice reviews to assure that the design, construction, equipping and testing of operating and maintenance facilities meet all contractual requirements and technical standards of the PM Team, IDOT, Amtrak, the host railroads, the FRA and the ICC.

H. Station Facility Projects
Provide for field inspection, progress meetings, QA/QC audits, safety reviews and invoice reviews to assure that the design, construction, equipping and testing of station facilities meet all contractual requirements and technical standards of the PM Team, IDOT, Amtrak, the host railroads, the FRA and the ICC.

I. Rolling Stock Development
Provide for shop inspection, component inspection, progress meetings, QA/QC audits, safety reviews and invoice reviews to assure rolling stock design, configuration, fabrication, assembly and testing meet the contractual, technical and performance requirements.

Conduct pre-award and post-delivery “Buy America” audits in compliance with federal requirements for these rolling stock procurements. Ensure that the appropriate certifications regarding the meeting of the purchaser’s requirements are completed for the locomotive and car procurements at both the pre-award and post-delivery stages.

Ensure that an appropriate test program at the Association of American Railroads center in Pueblo, CO leading to certification of the locomotives and cars as being suitable for sustained operation at 110 MPH is successfully completed. Similarly, the test program must include extensive pre-revenue testing on the Chicago-St. Louis Corridor.

J. Schedule and Budget Coordination
Monitor schedule and budget adherence by its management and staff and by all other program team members. This review shall identify any non-conforming results

along with a plan for corrective action. Follow-up review and reporting shall ensure that the correct actions have brought the result back into conformance/expectations. All PM Team members shall be fully cognizant of schedule and budget review, coordination and reporting requirements, as well as any updated/modifications. The PM Team shall regularly report to IDOT on schedule and budget adherence and progress. The PM Team shall establish schedule recovery plans with program team members as may be required to ensure that all scheduling objectives in this program are met.

VII. SYSTEM INAUGARATION

A. Equipment Testing and Acceptance
As set forth in VI.I, above, establish and conduct a program of equipment testing and acceptance, including as applicable, acceptance or certification by regulatory agencies with jurisdiction. Equipment includes rolling stock and motive power including on-board equipment, maintenance equipment, communication and train-control systems, ticketing and reservation systems (as applicable).

B. Final Inspections and Acceptance
Establish and conduct a program of final inspection and acceptance of fixed facilities including roadway, operating and maintenance facilities and stations. Furnishings shall be inspected for compliance with all technical requirements and in appropriate condition.

C. Training
Establish and conduct a program of training of operating, maintenance and customer-service personnel to meet any certification and licensing requirements, become proficient in the execution of emergency procedures and to meet customer service expectations. Review the training program and seek acceptance from IDOT, Amtrak, the host railroads and regulatory agencies with jurisdiction.

D. System Testing
As described in Section VI.I, above, and in accordance with the requirements of IDOT, Amtrak, the host railroads, the FRA and the ICC, conduct a program of pre-revenue service testing with successful completion of the test program being a mandatory step prior to commencing revenue operations on the Chicago-St. Louis Corridor.

E. Regulatory Authority Acceptance
Seek and obtain all required regulatory agency acceptances, permits, licenses and certifications.

F. Owner Acceptance
As required in the PM Team agreement, seek and obtain acceptance of the Chicago-St. Louis High-Speed Rail Corridor by IDOT, Amtrak and the host railroads.

G. Ready for Operation Declaration
Upon obtaining all required acceptances and when meeting its own satisfaction, the

PM Team, IDOT, Amtrak, the host railroads, the FRA and the ICC shall declare the Chicago-St. Louis High Speed Rail Corridor Ready for Operation.

VIII. ENTERPRISE MANAGEMENT

The PM Team shall establish a plan for the management of the revenue operations phase of the Chicago-St. Louis Corridor. The plan will provide for the procurement of an Operator (this is assumed to be Amtrak, the operator of the existing Chicago-St. Louis passenger rail service, but a formal process will be required). The revenue service management plans should account for the following major expense categories: General & Administrative costs; Marketing and Sales; Ticketing and Reservations; Security and Safety Management; Insurance Program and Claims Settlement; Legal Representation; Facility and Asset Management; Revenue and Cost Accounting; Operating Department Management; On-Board Service; Maintenance of Equipment; Maintenance of Way; Customer Service Department Management; Internal Auditing and Quality Management; and on-going interface with the service operator, the host railroads and other key entities.

ILLINOIS HSR - CHICAGO to ST. LOUIS
PROGRAM MANAGEMENT PLAN

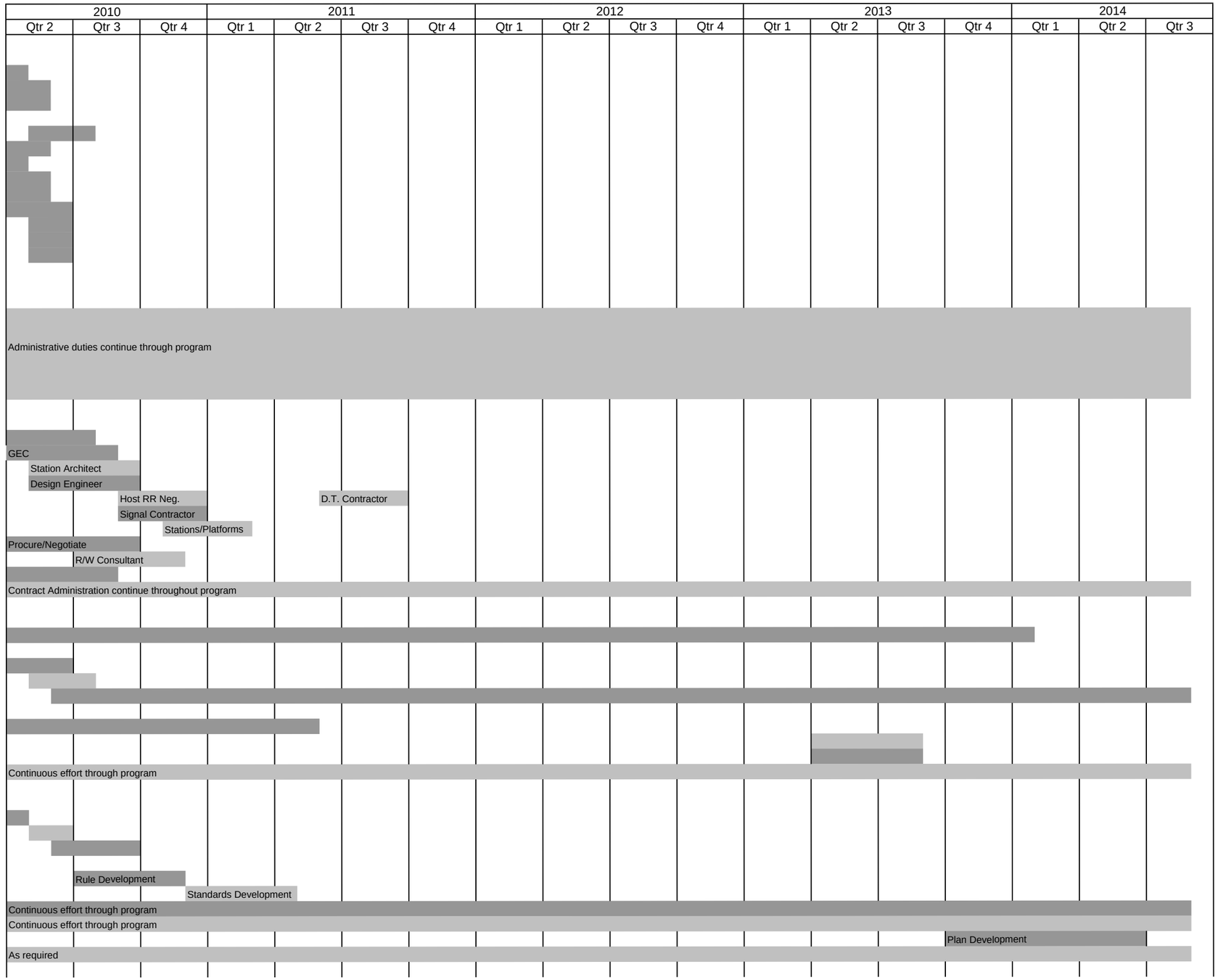
I. ORGANIZATION DEVELOPMENT
- A. IDOT Interface
- B. Railroad Interfaces
- C. FRA and ICC Interfaces
- D. Program Management Plan
  1. Project Management Plans
  2. Public Involvement Plan
  3. Organization Chart
  4. Document Management Standards
  5. Communication Protocol
  6. Information Technology Protocol
  7. Quality Assurance/Quality Control Plan
  8. Program Safety Plan
  9. Dispute Resolution

II. ADMINISTRATION
- A. Document Control
- B. Scheduling and Project Control
- C. Cost Estimating
- D. General Purchasing
- E. Cost Accounting
- F. Public Involvement

III. CONTRACTING
- A. Contract Standards
- B. Professional Services Procurement
- C. Contractor Procurement
- D. Equipment Procurement
- E. Right-of-Way Acquisition
- F. Railroad Agreements
- G. Contract Administration

IV. FINANCIAL
- A. Funding Sources
- B. Risk Management
  1. Identification and Assignment of Risks
  2. Insurance Program Development
  3. Insurance Program Oversight
- C. Ridership and Revenue Assessments
  1. Ridership Estimates and Surveys
  2. Customer Service Plan
  3. Pricing Plan
- D. Financial Market Interface

V. SYSTEM STANDARDS AND INTEGRATION
- A. System Vision
- B. System Concept and Integration Plan
- C. Technical Standard Development
- D. Operating Standards
  1. Operating and Safety Rule Integration
  2. Training Standards
- E. Railroad Interface
- F. FRA and ICC Interface
- G. Customer Service Standards
- H. Special Studies and Investigations
- I. Engineering Consultant Oversight



1. Design Reviews
2. QA/QC Audits

J. Value Engineering

VI. PROGRAM EXECUTION

Phase 04ROD(a) - Rehab of existing 13 sidings

A. Environmental Clearance and Compliance Oversight
B. Design
E. Roadway Projects
F. C&S Projects
G. Operating & Maintenance Facility Projects
J. Schedule Coordination

Phase 04ROD(b) - Reconstruct 183 miles Trk/Bridges/PTC/Xings

A. Environmental Clearance and Compliance Oversight
B. Design
D. Utility Relocation
E. Roadway Projects
F. C&S Projects
J. Schedule Coordination

Phase 04ROD(c) - Stations/Platforms/Parking

A. Environmental Clearance and Compliance Oversight
B. Design
C. Right-of-Way Acquisition
D. Utility Relocation
H. Station Facility Projects
J. Schedule Coordination

Phase DT - Dble Trck/Dwight/Gates/Iles/Stations/StL Maint Fac.

A. Environmental Clearance and Compliance Oversight
B. Design
C. Right-of-Way Acquisition
D. Utility Relocation
E. Roadway Projects
F. C&S Projects
H. Station Facility Projects
J. Schedule Coordination

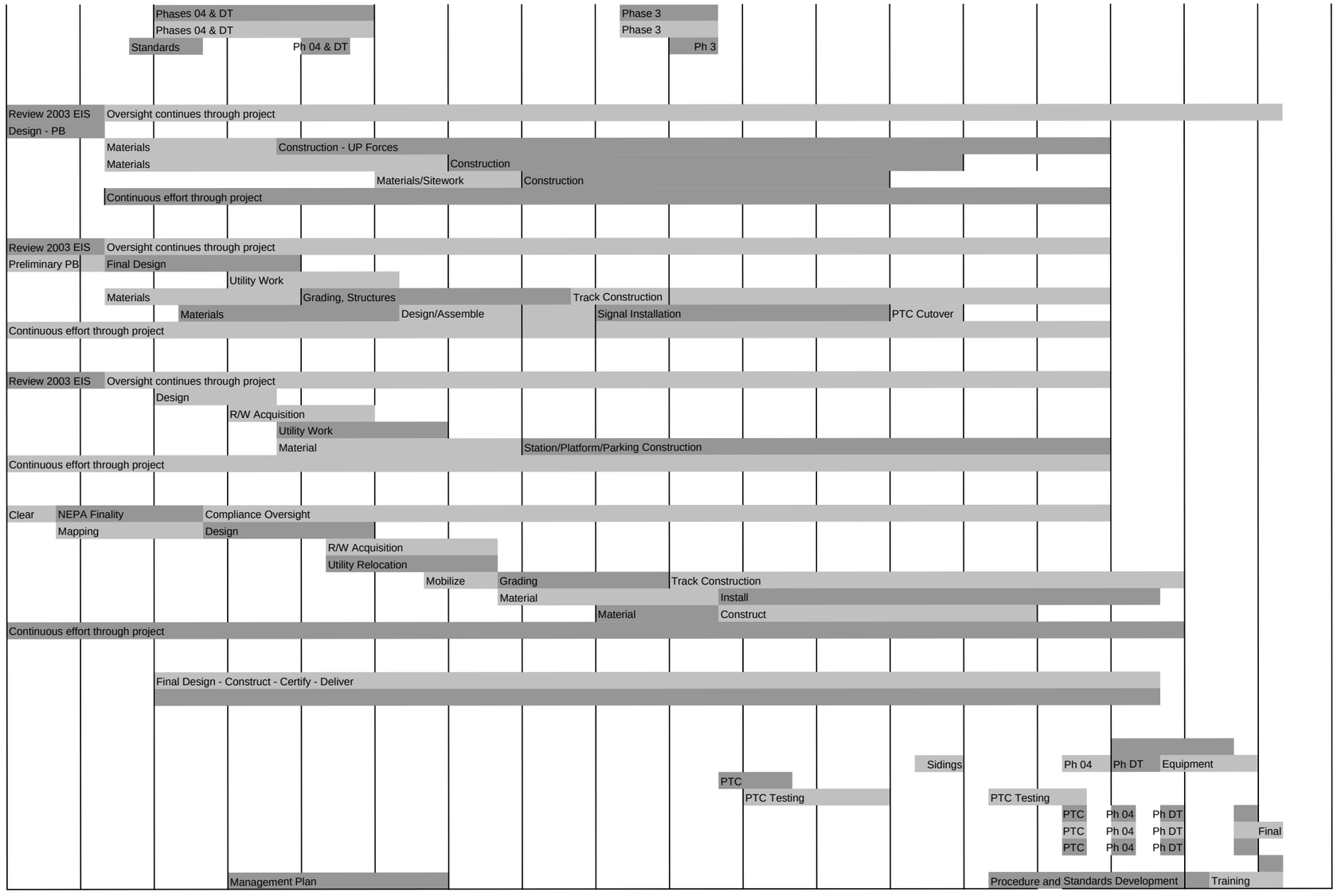
Phase 04ROD & DT Rolling Stock

I. Rolling Stock Development
J. Schedule Coordination

VII. SYSTEM INAUGERATION

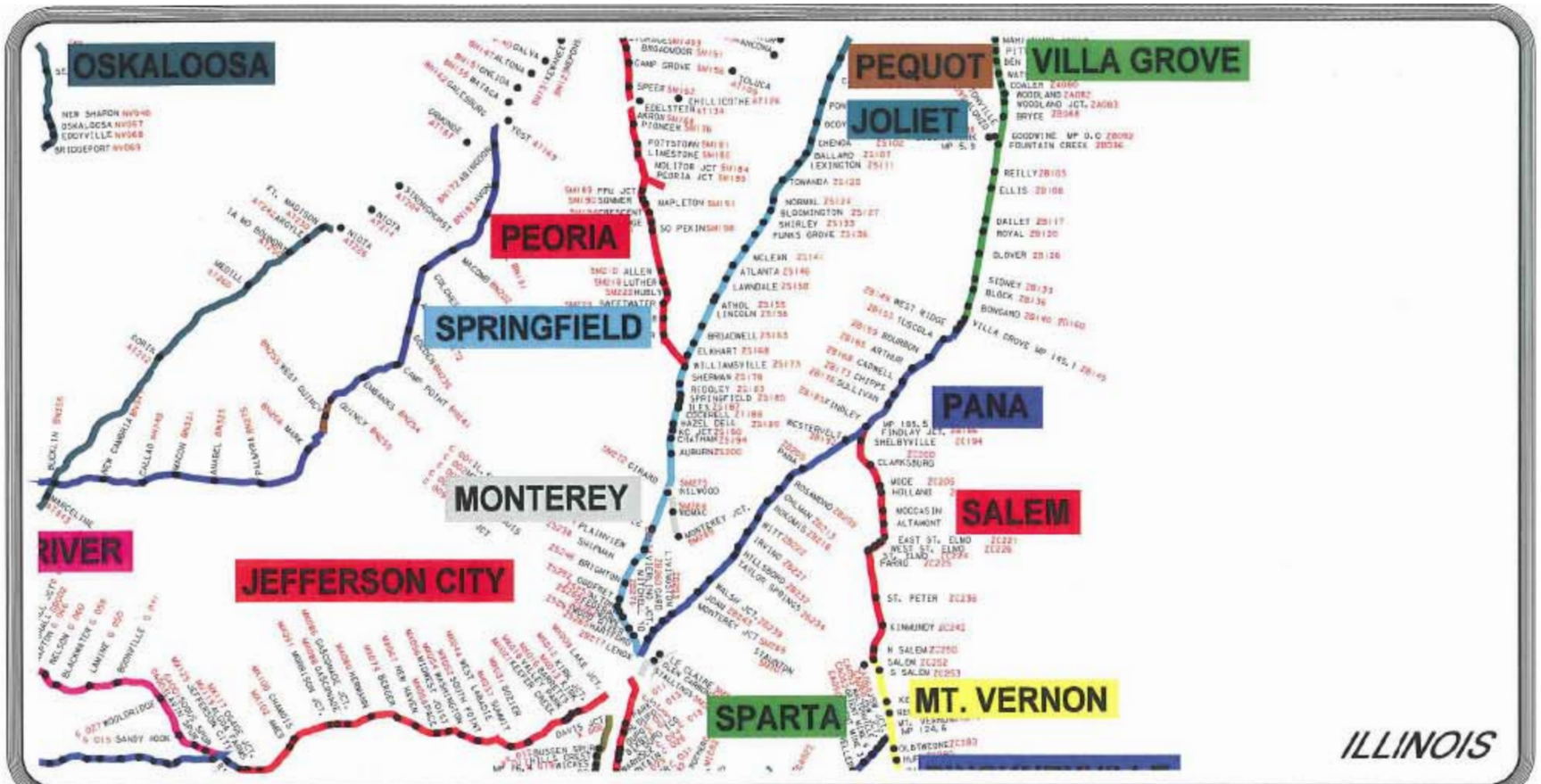
A. Equipment Testing and Acceptance
B. Final Inspections and Acceptance
C. Training
D. System Testing
E. Regulatory Authority Acceptance
F. Owner Acceptance
G. Ready for Operation Declaration

VIII. ENTERPRISE MANAGEMENT



Upload #14

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	Stakeholders Agreement-DT



STRAIGHTLINE REVISIONS				
REV. NO.	BY	DATE	SHEET	DESCRIPTION
23	TLC	9/23/2009	ALL	COMBINED SPRINGFIELD AND JOLIET SETS, REVISED TO SHOW 2B ONLY, 2A SHOWN AS COMPLETE
22	TLC	9/15/2009	ALL	ADDED No.20 POTOs TO REHAB SIDING LOCATIONS FOR 2A PROJECT
21	TLC	9/2/2009	ALL	REVISED TO SHOW TRACK 2A AND 2B PROJECT LIMITS
20	JDB	8/14/2009	ALL	REVISED LIMITS OF TRACK 1 PROJECT TO INCLUDE REHAB SIDINGS ONLY
19	TLC	8/5/2009	ALL	REVISED LIMITS OF TRACK 1 PROJECT
18	TLC	7/14/2009	5	ADDED PROPOSED WOODSIDE ROAD UNDERPASS AND IRON BRIDGE ROAD OVERPASS, MP 191.10 &191.34
17	TLC	7/6/2009	ALL	REVISED PHASING TO SHOW IDOT TRACK 1 AS PROPOSED PROJECT
16	TLC	7/3/2009	ALL	EXTENDED SIDINGS
15	TLC	5/27/2009	ALL	UPDATED FILE TO REFERENCE EFMS FILES
14	TLC	5/19/2009	6	ADDED UXO AT MP 180.3
13	TLC	5/18/2009	5,6,7,8	REVISED DOUBLE TRACK ALT. LIMITS, ADDED UXO
12	TLC	5/13/2009	3,5	REVISED NOTES, SWITCH PLACEMENT
11	TLC	5/4/2009	ALL	REVISED TURNOUT LOCATIONS AND SIZES, REVISED SIDINGS
10	WTP	4/30/2009	1,5	REVISED TRACK NOTES
9	TLC	4/29/2009	ALL	REVISED TRACK AND SWITCH LOCATIONS AND RESHEETED FOR MINIMUM OVERLAP
8	TLC	4/23/2009	2,4,6,6A	REVISED SIDING LABELING, CHANGED XO TO ALTERNATE, ADDED SHEET 6A, REVISED RIDGELY

LEGEND:

- TRACK 2B PROPOSED CONSTRUCTION
- TRACK 2B REHAB
- FUTURE TRACK
- REMOVE TRACK
- PIPELINE
- AEI
- DETECTOR
- POTO
- SIGNAL
- SIGNAL HOUSE

TRACK 2B
CAPACITY STRAIGHTLINE
SPRINGFIELD & JOLIET
SUBDIVISIONS

APPROVED BY	AGENCY	DATE
APPROVED BY	AGENCY	DATE 9-29-09
APPROVED BY	AGENCY	DATE 9-30-09
APPROVED BY	AGENCY	DATE
APPROVED BY	AGENCY	DATE

Southern Region

Paul E. Ladue
Region Director Contracts and Administration

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September 28, 2009

Mr. George Weber
Bureau Chief
Illinois Department of Transportation
JRTC – STE 6-600
100 W. Randolph
Chicago, IL 60601

Dear Mr. Weber:

This letter is in reference to the application of the Illinois Department of Transportation (IDOT) for funds made available through the American Recovery and Reinvestment Act (ARRA) for high-speed rail projects and for maintaining and improving intercity passenger rail service. CN recognizes the important opportunity the ARRA funds represent for improving rail infrastructure in the State of Illinois.

The grant application is for the implementation of high-speed passenger rail service in the railroad corridor between Chicago and St. Louis, which would involve railroad infrastructure owned by Illinois Central Railroad Company (CN) between Chicago (21st Street) and Joliet.

With respect to the application, CN will use its best efforts to fully cooperate in good faith with IDOT and the other parties in attempting to identify the required infrastructure improvements in the CN corridor and negotiate appropriate implementing agreements covering the design, maintenance, and renewal of the specific projects, as well as operation, compensation and liability as it relates to the proposed high-speed trains and intercity passenger rail service.

Please contact me if you need additional information on CN's participation in these projects.

Sincerely,

Original signed by Paul E. Ladue

Paul E. Ladue

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS

T. F. Ingram
General Manager

1201 McKinley Avenue
Venice, IL 62090
Phone (618) 451-8412
tingram@terminalrailroad.com

September 28, 2009

Mr. George Weber
Chief, Bureau of Railroads
Illinois Department of Transportation
JRTC-STE 6-600
100 West Randolph St.
Chicago, IL 60601

Subject: Infrastructure improvements in the St. Louis terminal

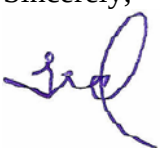
Dear George:

On behalf of the Terminal Railroad Association of St. Louis (TRRA), I am writing to express our company's position regarding infrastructure in the St. Louis terminal required for the high speed rail project.

The TRRA is committed to working with IDOT and Union Pacific to determine the infrastructure requirements to support IDOT's proposed high speed passenger train schedules and performance requirements. While specific projects have been proposed, it will be necessary to further review the terminal infrastructure and validate the adequacy of the potential projects.

The St. Louis terminal network is a critical component of our owner's freight infrastructure and we welcome the opportunity to work together to ensure that freight and passenger can both operate effectively through St. Louis.

Sincerely,



Ted Ingram
General Manager

NORFOLK SOUTHERN

Norfolk Southern Corporation
Transportation Department
Three Commercial Place
Norfolk, Virginia 23510-9225
FAX: (757) 823-5371

H. J. Kiley, Jr.
Assistant Vice President Operations
(757) 629-2823

September 23, 2009

George Weber
Bureau Chief – Railroads
Illinois Department of Transportation
RTC - Ste 6-600
100 West Randolph
Chicago, IL 60601

Dear George,

The Norfolk Southern Corporation supports a rail over rail grade separation between the NS Illinois Division Springfield-Hannibal Main Line and the UP Chicago-St. Louis Main Line on the south side of Springfield, Illinois at a location called Iles.

The UP line will become a High Speed Rail Corridor between Chicago and St. Louis with up to 40 freight and passenger trains per day, and the NS line is the primary freight main from the northeastern United States to Kansas City, Mo. with up to 25 freight trains per day.

The two lines cross at the south end of the 3rd and 9th Street rail corridors on the south side of Springfield. Both of these lines have numerous highway grade crossings between Iles and the down town area and any train delay on either line would cause extensive highway traffic delays within Springfield. Delays to freight traffic on the UP 3rd Street or NS 9th Street corridor could tie up traffic for over a mile into the down town area.

The UP and the NS concur that the UP line should go over the NS line at Iles as part of any Chicago-St. Louis High Speed Rail Corridor improvement.

Sincerely,

Hugh Kiley

a Genesee & Wyoming Company

September 30th, 2009

George Weber
Chief, Bureau of Railroads
Illinois Department of Transportation
JRTC-STE 6-600
100 West Randolph St.
Chicago, IL 60601

Subject: Infrastructure improvements north of Springfield

Dear George,

On behalf of the Illinois & Midland Railroad (I&M), I am writing to express our company's position regarding infrastructure north of Ridgley on the I&M required to support the Illinois High Speed Rail project.

The Infrastructure plan developed by the Union Pacific includes a siding extension at Andrew, IL and installation of CTC between Barr and Ridgley. These projects will facilitate better operation of UP and I&M freight trains following the initiation of the proposed new passenger service. The I&M supports construction of these projects on our property. Another signal project may also be necessary south of Ridgley to prevent I&M trains from blocking crossings in Springfield on the 19th Street corridor.

The Springfield terminal is a critical component of I&M's freight infrastructure and we welcome the opportunity to work together to ensure that freight and passenger can both operate effectively through Springfield.

Sincerely,

Spencer White
President and General Manager
Illinois & Midland Railroad

Upload #15

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	Stakeholder-Amtrak -DT

AGREEMENT IN PRINCIPLE BETWEEN STATE OF ILLINOIS
AND
NATIONAL RAILROAD PASSENGER CORPORATION
IN SUPPORT OF ARRA/PRIIA GRANT PROGRAM

THIS AGREEMENT IN PRINCIPLE ("AIP") made as of the 2nd day of October, 2009, by and between the National Railroad Passenger Corporation, a corporation organized under the Rail Passenger Service Act (recodified at 49 U.S.C. § 24101 et seq.) and the laws of the District of Columbia and having its principal office and place of business in Washington, DC (hereinafter referred to as "Amtrak"), and the State of Illinois, acting by and through its Department of Transportation (hereinafter referred to as "State").

WHEREAS, pursuant to the American Recovery and Reinvestment Act of 2009 ("ARRA"), the Federal Railroad Administration ("FRA") has established a grant application process to fund projects for high-speed and intercity passenger rail authorized by the Passenger Rail Investment and Improvement Act of 2008 ("PRIIA") and appropriations under ARRA and the Department of Transportation Appropriations Acts of 2009 and 2008 ("FRA Grant Process"), and has issued interim program guidance governing the FRA Grant Process ("FRA Interim Guidance"); and

WHEREAS, the State desires to submit one or more grant applications pursuant to the FRA Grant Process ("the Application(s)"); and

WHEREAS, a prerequisite for grants is that the applicant reach, at a minimum, agreements in principle with the railroad that operates or will operate the benefiting high-speed or conventional speed intercity passenger rail service, and with the host railroads upon whose property construction improvements may be performed ("Host Railroad Agreement"); and

WHEREAS, the State has requested that Amtrak enter into this AIP in support of State's Application(s) pursuant to the FRA Grant Process; and

WHEREAS, Amtrak is authorized by 49 U.S.C. § 24101 et seq. to operate intercity passenger rail service in the United States; and

WHEREAS, Amtrak is willing to provide the requested intercity passenger rail operations, subject to the terms and conditions contained herein; and

WHEREAS, the State is authorized by applicable State law to enter into this AIP on the terms and conditions hereinafter set forth.

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

1. Services to be Provided by Amtrak

(a) Amtrak and the State currently contract for operation of *Lincoln Service* trains between Chicago and St. Louis. The State desires Amtrak to improve that service by providing the following modified or additional service ("Improved Service"):

(1) Upon completion of necessary corridor improvements, increase the number of state supported *Lincoln Service* trains from three daily round-trip trains to provide up to eight daily round-trip trains;
(2) Operate all *Lincoln Service* frequencies at speeds up to 110 mph to reduce trip times and increase service reliability, with options for some trains to operate on express schedules serving fewer intermediate station stops or alternating station service.

(b) The commencement of the Improved Service is conditioned on the following:

(1) Submission by the State of Application(s) that comply with applicable requirements of PRIIA, ARRA and the FRA Interim Guidance, including Section 3.4, and the proportionate cost-sharing provisions in Sections 2.5.1 and 5.1.1.1, of the FRA Interim Guidance, and FRA's award of sufficient funds to the State pursuant to such Application(s);
(2) Execution by the State and Amtrak of agreements governing (i) the provision by the State of stations, equipment maintenance facilities, and other facilities required for the Improved Service; (ii) the terms under which any Amtrak-owned equipment to be utilized for the Improved Service will be provided, including State payments for any associated capital costs and for use of such equipment; (iii) implementation of the Improved Service, including mobilization, satisfaction of safety requirements, regulatory compliance, training and qualification of employees, and State funding of associated costs incurred by Amtrak; and (iv) terms and conditions for operation of the Improved Service by Amtrak, including State funding of costs associated with the Improved Service in accordance with Amtrak's then-current state supported service pricing policy as supplanted by the costing methodology developed under Section 209 of PRIIA;
(3) Execution by the State and host railroad(s), and Amtrak if applicable, of Host Railroad Agreement(s), such agreements to include: (a) a description of project(s) to be completed by the host railroad(s) related to the Improved Service as described in

Section 1(a) ("Project(s)"); and (b) clearly defined service outcomes associated with the investment to be made in host railroad(s) infrastructure, including number of frequencies, scheduled trip times, and maximum delay minutes per trip, that are consistent with any then-current on-time performance and delay standards issued by the FRA or other agencies with regulatory authority (sample service outcomes provisions are appended as Exhibit A);

(4) Execution of agreements, or amendments to agreements, between Amtrak and the host railroad(s) regarding operation of the Improved Service;

(5) Satisfactory completion of stations, facilities and other infrastructure improvements identified, in the agreements referenced above, as necessary for operation of the Improved Service; and

(6) Completion of hiring, training and qualifying Amtrak crews deemed by Amtrak as necessary to support the Improved Service, and satisfaction of all legal, regulatory, safety and other prerequisites to initiation of the Improved Service.

(c) The State's application for ARRA funding for the Chicago-St. Louis corridor (the "Project") includes the acquisition of 110 MPH-capable locomotives and suitable cars specified for operational compatibility with Amtrak's existing fleet, ("New Equipment"). Amtrak will operate and maintain the New Equipment, and utilize it on the *Lincoln Service* to be operated by Amtrak under agreement with State, conditioned on the following:

(1) Submission by the State of an Application that complies with applicable requirements of PRIIA, ARRA and the FRA Interim Guidance, including Section 1.6.1, Footnote 3, Section 3.4, and the proportionate cost-sharing provisions in Sections 2.5.1 and 5.1.1.1 of the FRA Interim Guidance, and FRA's award of sufficient funds to the State pursuant to such Application;

(2) Execution by the State and Amtrak of an agreement providing for payment of Amtrak costs associated with reviewing equipment specifications and, (if applicable) drawings/plans for new or modified facilities; equipment testing; and training of Amtrak employees on the operation and maintenance of the New Equipment;

(3) Acceptance of the condition of New Equipment by Amtrak, to include Amtrak's approval of the final Specification for the New Equipment, and Amtrak's concurrence with and participation in, to the extent deemed necessary by Amtrak, the State's final testing and acceptance program for the New Equipment;

(4) Satisfactory completion of any facility construction and/or improvements necessary to accommodate the New Equipment;
(5) Representation by the State that the New Equipment will comply with all applicable laws and regulations;
(6) Completion of training of Amtrak employees on the operation and maintenance of the New Equipment;
(7) Execution by the State and Amtrak of an amendment to the then-current state supported service agreement that reflects the deployment of the New Equipment, including provisions for parts and materials, warranty administration (if applicable), and reimbursement for maintenance and operation of the New Equipment consistent with the then-current state supported pricing policy as supplanted by the costing methodology developed under Section 209 of PRIIA; and
(8) Composition of Future Fleet. The State understands and agrees that, subject to the operating agreement between Amtrak and the State in force at the time, in order for Amtrak to efficiently maintain and manage the fleet, the New Equipment may be added to Amtrak's Midwest equipment pool that serves several Amtrak routes, including the Improved Service. As a result, the New Equipment may not be solely dedicated to the Improved Service.

2. Reimbursement of Pre-Award Costs. Pursuant to Section 4.3.8 of the FRA Interim Guidance, the State agrees that it will include in its Application(s) a request for reimbursement of pre-award costs that may be incurred by Amtrak in support of the Application(s) but for which the State has not otherwise agreed to reimburse Amtrak.

3. Term and Termination. The parties agree that the purpose of this AIP is to support first round Applications, defined as those Applications for FRA Funding Tracks 1, 3 and 4 (due August 24, 2009) and Track 2 (due October 2, 2009). As such, this AIP shall automatically terminate in the event the State fails to submit first round Application(s) consistent with this AIP that are necessary to fully implement the Improved Service and/or acquire the New Equipment described above. In addition, either party may terminate this AIP, on five (5) days prior written notice, for any event that it determines will materially impact completion of the Projects necessary to support, or implementation of, the Improved Service and/or acquisition and utilization of the New Equipment, such events including, but not limited to, a material change affecting the planned Improved Service and/or acquisition of New Equipment; FRA's failure to fully fund the Projects described in the Applications; or failure of the parties to reach the agreements described above.

4. Notices. Any notice, request or other communication to either party by the other as provided for herein shall be given in writing, sent by first-class mail, return

receipt requested or by overnight courier, and shall be deemed given upon actual receipt by the addressee. Notices shall be addressed as follows:

If to Amtrak: National Railroad Passenger Corporation

525 West Van Buren Street, 2nd Floor
Chicago, Illinois 60607
Attention: Michael W. Franke
Assistant Vice President - State & Commuter Partnerships (Central)

If to State: Illinois Department of Transportation
Thompson Center Suite 6-600
100 West Randolph Street
Chicago, IL 60601
Attention: George Weber, Railroad Bureau Chief

State shall promptly notify Amtrak of any development, including actions by or communications from FRA or host railroads, that could materially impact the Applications; funding for the Projects or for their implementation; the execution of Host Railroad Agreements; or the completion or implementation of the Projects.

5. Governing Law. This AIP shall be governed by and construed in accordance with the laws of the District of Columbia.

6. Application Content. The parties acknowledge that due to the time constraints associated with the filing schedule for first round ARRA applications, Amtrak has not had an opportunity to adequately review and/or validate some or all of the estimates or supplemental information presented in the State's Application(s). Such information may include, as applicable, ridership and revenue estimates, cost projections, and/or accompanying statistical information which has been independently prepared by and/or under the direction of the State. Accordingly, in those cases, Amtrak cannot, at this time attest to the accuracy of such information or other anticipated service outcomes included in the State's Application(s). The parties agree to continue to work together to provide for the reasonable review of all such information, and update any and all such information as required and recognize that any commitments made by Amtrak in this Agreement based upon this un reviewed or validated information are subject to change upon further review and validation.

7. Modification. This AIP constitutes the entire agreement between the parties and supersedes any and all prior representations, understandings or agreements between the parties, whether oral or written, concerning the subject matter hereof. This AIP or any part hereof may not be changed, amended or modified, except by

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized representatives as of the day and year first hereinabove written.

NATIONAL RAILROAD PASSENGER CORPORATION

By: _____
Stephen J. Gardner
Vice President Policy and Development

STATE OF ILLINOIS

By: _____
George Weber
Bureau Chief, Illinois Department of Transportation

EXHIBIT A

SERVICE OUTCOMES FOR INTERCITY PASSENGER SERVICE [SAMPLE]

As the projects identified in the table below are completed, Host commits that the following service outcomes shall be achieved for each intercity passenger train operating on Host between X and Y:

[[Note: Numbers are illustrative only; table to be completed based on modeling results agreed to by the parties. Complete a separate table for each Amtrak service and train origin/destination on the route receiving investment)]]

Phase No.	Description (Upon Completion of Listed Projects)	Round Trips per Day	Scheduled Trip Time (X to Y)	Delay Ceiling (Maximum Host-Responsible Delay Minutes per Trip)
1	*Baseline – Current Service*	*2*	*3h 30m*	*17*
2	Operating Improvements	2	3h30m	14
3	Maintenance Improvements	2	3h30m	12
4	Projects 1, 2, and 3	3	3h30m	11
5	Projects 3 and 4	3	3h15m	9
6	Projects 5, 6, 7, and 8	4	3h15m	8
7	Projects 9 and 10	4	3h0m	7

"Host Responsible Delay Minutes" – shall be as measured using Amtrak's Conductor Delay Reports (CDRs) for the following delay categories: Freight Train Interference (FTI), Passenger Train Interference (PTI), Commuter Train Interference (CTI), Routing (RTE), Slow Orders (DSR), Signals (DCS), Maintenance of Way (DMW), and Detour (DTR).

"Delay Ceiling" – shall be defined as the maximum allowable Host-Responsible Delay Minutes per one-way Amtrak trip. Host's compliance with the Delay Ceiling will be determined by comparing the Delay Ceiling to the "Monthly Actual Average Host-Responsible Delay Minutes per Trip" for each Amtrak Train, which shall be calculated monthly for each train as the total of Host-Responsible Delay Minutes for each calendar month divided by the number of trips operated during the calendar month. Temporary adjustments to the Delay Ceiling may be negotiated by the parties due to major track maintenance projects.

If, in any calendar month, the Monthly Actual Average Host-Responsible Delay Minutes per Trip on any Amtrak train operating between X and Y exceeds the Delay Ceiling in the table above, Host shall make, at Host's sole expense, any operational, maintenance, or capital improvements necessary to reduce Monthly Actual Average Host-Responsible Delay Minutes per Trip on intercity passenger trains to or below the Delay Ceiling within two calendar months following the initial failure to achieve the Delay Ceiling.

Host agrees to amendment of the operating agreement between Host and Amtrak to incorporate and reflect the infrastructure improvements, service outcomes, and provisions above.

Upload #16

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	FP-DT

Financial Plan

The purpose of the Financial Plan is to document the recent and forecasted financial condition of IDOT (and other partners) that will provide capital or operating funding for project development and/or implementation.

IDOT Financial Overview

IDOT is funded through a combination of federal and state resources. IDOT's ability to access those resources is provided by appropriations passed by the General Assembly and signed by the Governor. Table 1 – IDOT State Budget Appropriations presents the Illinois State Budget appropriations for IDOT.

Table 1 – IDOT State Budget Appropriations

Fund Category	Appropriations ($ Thousands)		
	FY 2007 Actual	FY 2008 Actual	FY 2009 Recommended
General Funds	$120,730.2	$134,875.6	$69,817.2
Other State Funds	$2,056,504.5	$2,089,851.5	$2,259,552.1
Federal Funds	$6,404.6	$5,777.1	$3,671.6
TOTAL	**$2,183,639,3**	**$2,230,504.2**	**$2,333,040,9**
	Actual	**Estimated**	**Recommended**
Headcount (FTE)	5,376	5401	5426

It is important to note that an appropriation does not provide funds to spend; it simply represents an upper limit on IDOT's authority to spend the money contained in the various accounts identified. Because overall needs typically outstrip revenue resources the amount of appropriation requested by IDOT starts with an analysis of the amount of money that will become available from state and federal sources within the fiscal year.

Federal transportation funds are authorized and appropriated by Congress and allocated to Illinois by the USDOT. The federal funds that are available to IDOT are supplied through the following sources:

- Federal Highway Trust Fund – Highway Account
- Federal Highway Trust Fund – Transit Account
- Federal Airport and Airway Trust Fund
- Federal Rail Freight Loan Repayment Fund
- Federal General Fund

State funds that are appropriated to IDOT by the General Assembly for highways and bridges come from the Road Fund, State Construction Fund, and Series A Bond Fund.

State funds that are appropriated to IDOT by the General Assembly for transit, airports and rail come from the General Revenue Fund (GRF), Series B Bond Fund, Public Transportation Fund, Downstate Public Transportation Fund, Metro East Public Transportation Fund, Federal Mass Transit Fund, Federal Airport Fund, Federal Rail Freight Fund, State Rail Freight Fund and High Speed Rail Fund. Revenue for the General Revenue Fund is derived from all of the tax and fee sources that feed into that fund. The various public transportation funds are funded through GRF transfers. The federal funds are funded from federal sources.

A summary of all IDOT funding sources is shown in Table 2.

Table 2 – IDOT Funding Sources by Major Transportation Mode

Major Transportation Type	Funding Source	Type of Fund	Amount/Comments
Highways	Federal	Highway Trust Fund – Highway Account	18.4 cents per gallon of gasoline; 24.3 cents per gallon diesel tax; 12.9 cents per gallon tax on gasohol; and other user fees (excise taxes on tires and auto parts, state portion determined by formula)
	State	Motor Fuel Tax	19 cents per gallon; 2.5 cents per gallon differential for diesel fuel
		State Vehicle Registration Fees	$78 - automobiles, pickup trucks; $138-$2,790 – heavy trucks (based on weight); $65 – titles*
Transit	Federal	Highway Trust Fund – Transit Account	A portion of the revenue is used for capital projects
		General Fund	Capital and operating assistance
	State	General Revenue Fund and Series B Bond Fund	Includes reduced fare reimbursement, state operating assistance for some transit agencies, and some capital assistance for projects that do not qualify for bond funding
Aeronautics	Federal	Federal Airport and Airway Trust Fund	Aviation user fees
	State	General Revenue Fund and Series B Bonds	
Rail	Federal	Highway Trust Fund	
		Rail Freight Loan Repayment Fund	Federal loans that are repaid to the state and placed into an interest-bearing account
	State	General Revenue Fund and Series B Bonds	Amtrak service
		State Rail Freight Loan Repayment Fund	State loans that are repaid to the state and placed into an interest-bearing account

Source: Illinois Department of Transportation – Fiscal Year 2001 Annual Report
** The Secretary of State fees will be modified based on the passage of the "Illinois Jobs Now!" Bill.*

The transportation network in Illinois is a collection of modal systems: highways, transit, airports, and railroads. The challenge for IDOT and all the Illinois transportation providers and implementers is to integrate these systems into a seamless network that effectively and efficiently moves people and goods.

The state highway system consists of more than 16,000 miles and includes 2,050 miles of interstate roads (which includes 282 miles of tollway). This is part of the 138,000-mile network of state, county, municipal, township, and toll roads that is the third largest system in the nation. IDOT also provides technical assistance and administers state and federal funding to 52 public transit systems throughout the state to serve an average of 600 million passengers a year. Among these is the Regional Transportation Authority in Chicago, which oversees the second largest public transportation system in the nation. In addition, Illinois' airport system is the second largest in the nation and includes 138 airports, 280 heliports, and nine balloon ports. Among the airports for general public service is O'Hare International in Chicago, which is the second busiest airport in the United States and serves more than 76 million passengers annually.[1]

Rail services, both freight and passenger, are funded primarily by user fees. In support of intercity rail passenger services, the General Assembly provides funds from the general revenue fund for operating subsidies and capital improvements.

Passenger rail service in Illinois is strongly supported. In 2005, ridership increased by 11 percent on all routes supported by the state. Recognizing the increased demand for the service, Illinois increased state funding from $12 million in FY 2006 to $24 million in FY 2007. This additional funding allowed Illinois to triple the number of state-supported trains on the Chicago-St. Louis route (now with three Lincoln Service trains), and double the state-supported trains from one to two for service on the Chicago-Carbondale (Illini and Saluki) and Chicago–Quincy (Illinois Zephyr and Carl Sandburg) routes. expanded daily service between Chicago and the downstate communities of Springfield, Quincy and Carbondale. In addition, this increase in funding has allowed the state to increase the share of support it provides to the Chicago-Milwaukee “Hiawatha Service,” which provides seven daily trains and is also supported by the Wisconsin Department of Transportation.

Ridership on trains in the Chicago-St. Louis Corridor was up 55.8% for FY2006 to FY2007 and up 16.5% from FY 2007 to FY2008. For the Chicago-Carbondale route, ridership was up 41.4% from FY2006 to FY2007 and up 18.5% from FY2007 to FY2008. Ridership on the Chicago-Quincy route was up 41.4% from FY2006 to FY2007 and up 19.8% from FY2007 to FY2008. For the Chicago-Milwaukee service, ridership grew 2.6% from FY2006 to FY2007 and 25.9% from FY2007 to FY2008.

The freight program provides grants and low interest financing to capital rail projects that benefit economic development in Illinois. Projects are evaluated based on a benefit/cost ratio.

Another element of IDOT’s efforts to support freight and passenger rail service is the Chicago Region Environmental and Transportation Efficiency (CREATE) program. CREATE is a partnership between the state of Illinois, the city of Chicago, and six major national freight rail carriers (BNSF Railway, Canadian Pacific Railway, CN, CSX Transportation, Norfolk Southern Corporation, and Union Pacific Railroad). The proposed CREATE program will invest an estimated $1.5 billion in capital projects to improve transportation efficiency in the region.

[1] Airports Council International

On July 13, 2009, a $31 billion State capital bill, “Illinois Jobs Now!” was signed into law. This bill includes $400 million for high-speed rail, $150 million for conventional intercity passenger rail, and $322 million for the CREATE program. Funding for the Illinois Jobs Now! will be provided by issuing 20-year bonds financed by various fee increases for Secretary of State Services (certificate of title fees, transfer of registration fees, passenger and truck B registration fees, driver’s license fees, and fines for overweight trucks), tax revenue enhancements (sales tax on candy, sales tax on sweetened tea, coffee, grooming and hygiene products, and volume tax on wine, spirits, and certain beer products), and video gaming terminals.

1.1.1. Amtrak Service

Amtrak, the National Railroad Passenger Corporation, provides intercity rail passenger service to the general public in the United States. Amtrak was incorporated in 1971 and is authorized to operate a system of passenger rail transportation pursuant to the federal Rail Passenger Service Act of 1970. Amtrak receives annual appropriations from the federal government to operate the passenger rail system and maintain the underlying infrastructure. Amtrak has seen record ridership, with numbers rising to 28.7 million in fiscal year 2008 accompanied by record ticket revenues of $2.45 billion.

A section of the act creating Amtrak allowed states to contract with the carrier for additional service beyond what was provided in the “basic” system. Illinois was first to take advantage of this provision in 1971 with the Illinois Zephyr service to Quincy. It has continued its support of intercity rail service, adding trains in a number of other corridors over the years, leading Midwestern states in amount of service. Administered by IDOT’s Division of Public and Intermodal Transportation, Bureau of Railroads, the program is now second only to California’s state-supported passenger rail network.

At the end of October 2006, the State of Illinois increased funding for eight additional trips to the existing state-supported services. The scheduling of the new trains is of particular significance on both the Carbondale and the Quincy corridors. By providing a morning southbound and an evening northbound departure on each route, the state-supported program now allows a one-day trip in either direction. Previously, it was not possible to use the train for a day trip to Carbondale or to Quincy (or to intermediate downstate destinations). With a morning departure at either end of a corridor, the attractiveness of train travel for quick trips is greatly enhanced. The four new trains on the Chicago-St. Louis corridor also increase travel options, providing more frequent departures and greater convenience from both terminals at the start and end of the operating day. The additional departures give travelers an extended day in either Chicago or St. Louis or intermediate destinations. The morning express train from Chicago makes business travel to downstate a viable option. Introduction of high-speed operations to this corridor will further enhance the marketability and convenience.

In FY2008, Amtrak expended nearly $160 million for goods and services in Illinois. Amtrak employed 1,442 Illinois residents, with total wages of $87 million in FY2008.

1.1.2. Current Capital Cost Estimate

Preliminary estimates of Project costs are $4,418,070,000 in Year of Expenditure (YOE) dollars (both Phases). The YOE dollars for the project are shown in the Supporting Forms work sheets and are reiterated in this document.

These costs will be refined throughout the design phase as project details become available. Costs will also be updated during the construction phase as projected costs

turn into actual expenditures, and cost escalation (inflation) factors for out-year expenditures become more reliable.

These costs are based on very early engineering estimates, and will change as the project moves through preliminary and final design and construction, and more information becomes available on unit costs and site conditions. These cost estimates were reviewed by IDOT and the UP for validity of the base estimates and assumptions.

1.1.3. Capital Cost Inflation Effects

The Chicago-St. Louis Project will be designed and constructed over several years, as described in Section **Error! Reference source not found.**. The breakout of construction costs is provided in the HSIPR Program Application Supporting Forms, specifically the Annual Capital Cost Budget form.

Due to inflation, changes in commodity prices, and other factors, the YOE dollar estimate may change during project implementation. An inflation rate of 4.5% per year was assumed for preparing the YOE estimate and is included in the application's General Information Form.

1.1.4. Current Operating Cost Estimate

The first year operating and maintenance cost estimate is projected to be $54,527,000. This topic is further discussed in Section **Error! Reference source not found.** – Operating Costs.

1.1.5. Current Revenue Estimates

Ticket revenue for the first year of operation for the high-speed Chicago-St. Louis corridor after improvement for both phases is complete is $52,707,000. This revenue is expect to ramp up and is estimated at $56,900,000 by the third year of operation. Including other sources of operating revenue, the first and third year total revenues are estimated $55,297,000 and $59,695,000 respectively. Completion of only the Phase 04ROD improvements would result in lower revenue numbers.

This subject is discussed in Section **Error! Reference source not found.** Ridership Forecasts and Section 4.2 Projected Revenue.

1.1.6. Operating Funding Sources

If ARRA funds are awarded for the Chicago-St. Louis corridor, Illinois will amend its operating agreement in place at that time with Amtrak to provide operational support for the proposed operation. Illinois funds the Intercity Passenger Rail program with State General Revenue Funds. Illinois has a long history supporting rail passenger operations in the interest of the citizens. With both phases implemented, projections indicate the operation will be self-supporting with operating ratios greater than 1:1.

1.1.7. Federal Capital Funding Sources

The entire project will be financed through a combination of federal and state sources. The federal sources are anticipated to come from the FRA. The American Recovery and Reinvestment Act of 2009 (ARRA) provides $8 billion in High Speed Rail/Intercity Passenger Rail funding to "jump start" the widespread improvement of high-speed rail/intercity passenger rail in the U.S. On June 23, 2009, the FRA released guidance on implementing the High Speed Intercity Passenger Rail (HSIPR) Program that consolidates several recently authorized and closely related programs. In response, the Illinois Department of Transportation (IDOT) is preparing an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program. Track 2 is aimed at

developing new High Speed Rail Corridor and Intercity Passenger services or substantial upgrades to existing corridor services. It is intended to fund a set of inter-related projects that collectively constitute the entirety or a distinct phase (or geographic section) of a long-range service development plan for High Speed Rail.

1.1.8. Other Funding Sources

The UP will contribute to the capital investment of the project by providing the use of its existing freight railroad right-of-way for the purposes of double tracking, grade crossings and other improvements. This contribution will equal $43.5 million (YOE).

In addition, local jurisdictions will contribute 2% of the station capital costs or $1.8 million (YOE).

Total non-federal capital funding sources are $45.3 million (YOE) or 2.3% of the total project cost. The State of Illinois', pending appropriation authority, will provide or arrange to provide the required match to federal funds.

1.1.9. Risk Management

IDOT will perform its own risk analysis of the project in order to identify project risks, especially those pertinent to IDOT functions. IDOT will perform risk assessments systematically throughout the project development at significant milestones.

A Risk Management Plan will be developed by the IDOT Project Manager, in conjunction with the consultant/contractors and IDOT Project team personnel. The Risk Management Plan (RMP) will identify potential risks, the likelihood of occurrence, and the impact to the project. The RMP will be updated annually.

The IDOT Project Manager will coordinate this effort with FRA and UP.

Risk Assessment Methodology

A RMP should be implemented as follows:

Step 1: Identify Risks

Use a well thought-out and consistent approach to identify a comprehensive list of potential risk events. Be specific when identifying and describing the risk. Some techniques to identify risk are brainstorming and expert interviews.

Step 2: Quantify Risks

Develop a risk management matrix with all the risks grouped in categories. Assign the risk to the owner, contractor or other parties (to be agreed) and show on the matrix.

Determine the probability of the occurrence and impact to cost and/or schedule for each risk and show on the matrix using qualitative designations. (i.e. Low, Medium, High)

Use this matrix to compare the probability to the level of impact for each risk.

Step 3: Analyze and Prioritize Risks

Identify the top 20% of the risks based on the risk exposure (probability and impact) that must be monitored using the matrix. Identify the estimated dollar value and/or length of delay for each monitored risk. Prioritize the monitored risks using dollar estimates and time schedule delays. A technique to prioritize is paired comparison, which takes into account the degree of control the project team has over the risk event followed by the timing of the risk event. (i.e., High Probability-Medium Impact). Identify the responsible party for each risk.

Step 4: Planning for Risks

Create risk response strategies for each monitored risk. Evaluate and select a primary response. Incorporate options into the risk and project plans.

Upload #17

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	424D-DT

ASSURANCES - CONSTRUCTION PROGRAMS

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of the project described in this application.

2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.

3. Will not dispose of, modify the use of, or change the terms of the real property title, or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal interest in the title of real property in accordance with awarding agency directives and will include a covenant in the title of real property aquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.

4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.

5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progress reports and such other information as may be required by the assistance awarding agency or State.

6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.

7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.

8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).

9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.

10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.

12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.

14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is $10,000 or more.

15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).

16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.

17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).

18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."

19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL	TITLE
[signature]	BUREAU CHIEF
APPLICANT ORGANIZATION	DATE SUBMITTED
ILLINOIS DEPT. OF TRANS.	October 2, 2009

SF-424D (Rev. 7-97) Back

Upload #18

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	FRA Assurances-DT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

ASSURANCES AND CERTIFICATIONS

APPENDIX C

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1. INCORPORATION OF ASSURANCES AND CERTIFICATIONS

a. Document Source.

These assurances and certifications are submitted by the applicant as part of the project application for federal assistance.

b. False or Fraudulent Statements or Claims.

The Grantee acknowledges that if it makes or has made a false, fictitious, or fraudulent claim, statement, submission, or certification to the Government in connection with this project, the Government reserves the right to impose on the Grantee the penalties of 18 U.S.C. § 1001, 31 U.S.C. § 3801 et seq., and 49 U.S.C. app. § 1607a(h), as the Government may deem appropriate. The terms of U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to this project.

c. Incorporations of Assurances and Certifications.

Upon acceptance of the grant offer by the Grantor (FRA), these certification and assurances are incorporated in and become part of the Grant Agreement.

2. - ASSURANCES AND CERTIFICATIONS

The Grantee hereby assures and certifies, with respect to the Grant Agreement, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines and requirements as they relate to the application, acceptance, and use of Federal funds for this project including, but not limited to the following:

a. Certification Regarding Debarment, Suspension, and Other Responsibility Matters--Primary Covered Transactions

Instructions for Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms covered transaction, debarred, suspended, ineligible, lower- tier covered transaction, participant, person, primary covered, transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily, excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters--Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State of local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Grantee Organization: Illinois Department of Transportation

Signature of Authorized Official: (Date:) August 24, 2009

Print Name: George E. Weber

b. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transactions

Instructions for Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transaction," without modification, in all lower tier covered transactions arid in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions

(1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

(2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Grantee Organization:	Illinois Department of Tranportation
Signature of Authorized Official: (Date:)	August 24, 2009
Print Name:	George E. Weber

c. Certification Regarding Drug-Free Workplace Requirements

Instructions for Certification

1. By signing and/or submitting this application or grant agreement, the grantee is providing the certification set out below.

2. The certification set out below is a material representation of fact upon which reliance is placed when the agency awards the grant. If it is later determined that the grantee knowingly rendered a false certification, or otherwise violates the requirements of the Drug-Free Workplace Act, the agency, in addition to any other remedies available to the Federal Government, may take action authorized under the Drug-Free Workplace Act.

3. For grantees other than individuals, Alternate I applies.

4. For grantees who are individuals, Alternate II applies.

5. Workplaces under grants, for grantees other than individuals, need not be identified on the certification. If known, they may be identified in the grant application. If the grantee does not identify the workplaces at the time of application,- or upon award, if there is no application, the grantee must keep the identity of the workplace(s) on file in its office and make the information available for Federal inspection. Failure to identify all known workplaces constitutes a violation of the grantee's drug-free workplace requirements.

6. Workplace identifications must include the actual address of buildings (or parts of buildings) or other sites where work under the grant takes place. Categorical descriptions may be used (e.g., all vehicles of a mass transit authority or State highway department while in operation, State employees in each local unemployment office, performers in concert halls or radio studios).

7. If the workplace identified to the agency changes during the performance of the grant, the grantee shall inform the agency of the change(s), if it previously identified the workplaces in question (see paragraph five).

8. Definitions of terms in the Nonprocurement Suspension and Debarment common rule and Drug-Free Workplace common rule apply to this certification. Grantees' attention is called, in particular, to the following definitions from these rules:

Controlled substance means a controlled substance in Schedules I through V of the Controlled Substances Act (21 U.S.C. 812) and as further defined by regulation (21 CPR 1308.11 through 1308.15);

Conviction means a finding of guilt (including a plea of nolo contendere) or imposition of sentence, or both, by any judicial body charged with the responsibility to determine violations of the Federal or State criminal drug statutes;

Criminal drug statute means a Federal or non-Federal criminal statute involving the manufacture, distribution, dispensing, use, or possession of any controlled substance;

Employee means the employee of a grantee directly engaged in the performance of work under a grant, including: (i) All direct charge employees; (ii) All indirect charge employees unless their impact or involvement is insignificant to the performance of the grant; and, (iii) Temporary personnel and consultants who are directly engaged in the performance of work under the grant and who are on the grantee's payroll. This definition does not include workers not on the payroll of the grantee (e.g., volunteers, even if used to meet a matching requirement; consultants or independent contractors not on the grantee's payroll; or employees of subrecipients or subcontractors in covered workplaces).

Certification Regarding Drug-Free Workplace Requirements

Alternate I. (Grantees Other Than Individuals)

A. The grantee certifies that it will or will continue to provide a drug-free workplace by:

(a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

(b) Establishing an ongoing drug-free awareness program to inform employees about--

(1) The dangers of drug abuse in the workplace;

(2) The grantee's policy of maintaining a drug-free workplace;

(3) Any available drug counseling, rehabilitation, and employee assistance programs; and

(4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;

(c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

(d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will

(1) Abide by the terms of the statement; and

(2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction;

(e) Notifying the agency in writing, within ten calendar days after receiving notice under paragraph (d) (2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer or other designee on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;

(f) Taking one of the following actions, within 30 calendar days of receiving notice under paragraph (d)(2), with respect to any employee who is so convicted--

(1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or

(2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

(g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e) and (f).

B. The grantee may insert in the space provided below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

Check ☐ if there are workplaces on file that are not identified here.

Grantee Organization: ILLINOIS Department of Transportation

Signature of Authorized Official: (Date:) August 24, 2009

Print Name: George E. Weber

Alternate II. (Grantees Who Are Individuals)

(a) The grantee certifies that, as a condition of the grant, he or she will not engage in the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance in conducting any activity with the grant;
(b) If convicted of a criminal drug offense resulting from a violation occurring during the conduct of any grant activity, he or she will report the conviction, in writing, within 10 calendar days of the conviction, to every grant officer or other designee, unless the Federal agency designates a central point for the receipt of such notices. When notice is made to such a central point, it shall include the identification number(s) of each affected grant.

Grantee Organization: _____

Signature of Authorized Official: (Date:) _____

Print Name: _____

d. Certification Regarding Lobbying

Certification for Contracts, Grants, Loans and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to
influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the Federal loan, the entering into of any cooperative agreement, and
continuation, renewal, amendment, or modification of any Federal making of any the extension, contract, grant, loan, or cooperative agreement.
(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Grantee Organization: Illinois Department of Transportation

Signature of Authorized Official: (DATE:) 8-24-05

Print Name: George E. Weber

Title: Bureau Chief

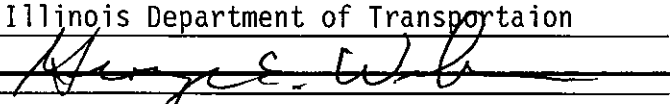
Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Grantee Organization: Illinois Department of Transportaion

Signature of Authorized Official: (DATE:) 

Print Name: George E. Weber

Title: Bureau Chief

e. **CERTIFICATE OF INDIRECT COSTS**

I have reviewed the indirect cost proposal date. This is to certify that:

1. All costs included in the proposal(s) submitted on to establish provisional, final or fixed indirect costs rates, or cost allocation plans, for the period , through are allowable in accordance with the requirements

of grants/contracts to which they apply and with the Federal cost principles; i.e. (Please check the applicable cost principles)

- [X] OMB Circular A-87, Cost Principles for State, Local and Federally-recognized Indian Tribal Governments
- [ ] OMB Circular A-122, Cost Principles for Nonprofit Organizations
- [ ] Federal Acquisition Regulation (FAR), Subpart 31.2, Cost Principles for Commercial Organizations
- [ ] OMB Circular A-21, Cost Principles for Educational Institutions

2.This proposal does not include any costs, which are unallowable under the applicable Federal cost principles. For example, advertising, contributions and donations, bad debts, entertainment costs, fines and penalties, general government expenses, and defense of fraud proceedings;

3. The requirements and standards on Lobbying Costs for nonprofit (A-122) and commercial (FAR) organizations have been complied with for the fiscal year ended , and

4. All costs included in this proposal are properly allocable to Department of Labor grants /contracts on the basis of a beneficial or causal relationship between the expenses incurred and the grants/contracts to which they are allocated in accordance with the applicable Federal cost principles.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986, (31 USC 3801 et seg.), and the Department of Labor's implementing regulations, (29 CFR Part 22), the False Claims Act (18 USC 287 and 31 USC 3729); and the False Statement Act (18 USC 1001), I declare to the best of my knowledge that the foregoing is true and correct.

Grantee / Contractor: Illinois Department of Transportation

Signature

Name of Authorized Official: (DATE:) GEORGE E. WEBER

Title: Bureau Chief

Date: August 24, 2009

GRANTEE FILL-IN INFORMATION

Section 109. Payment Method.

Payment of FRA funding through FRA's Office of Financial Services, shall be made in accordance with the provisions in Attachment 2, if attached and applicable, "Receipt Organization Procedures for Requesting Advance Payment": and the following (as checked):

☐ FRA has determined that in accordance with 49 C.F.R. Part 18 or 49 C.F.R. Part 19, as applicable, the Grantee is willing and able to minimize the elapsing time between the transfer of Federal funds and Grantee disbursement, and has an adequate financial management system to implement those procedures to accomplish this, and is therefore to be paid in advance.

The Grantee hereby selects the following method for transfer of advance funds (select one):

☐ Automated Clearing House (ACH) Vendor Payment.
Grantee submits SF 1194, SF 3881, and SF 5805 (formerly TFS 5805) in accordance with Attachment 2, if attached.

☐ Treasury Check.
Grantee submits SF 1194, SF 5808 (formerly TFS 5805) and SF 3881 (excluding financial institution information) in accordance with Article II. Treasury checks are to be sent to the following address:

_____
_____
_____

☒ Either the Grantee has elected to be paid by method of reimbursement, or FRA has determined that in accordance with 49 C.F.R. Part 18 or 49 C.F.R. Part 19 as applicable, the Grantee is not eligible to be paid in advance, and is therefore to be reimbursed, after the submission of proper invoices, for actual expenses incurred.

The Grantee hereby selects the following method for transfer of reimbursed funds (select one):

☒ Automated Clearing House (ACH) Vendor Payment.
Grantee submits SF 1194, SF 3881, and SF 270 in accordance with Article II.

☐ Treasury Check:
Grantee submits SF 1194, SF 270 and SF 3881 (excluding financial institution information) in accordance with Article II. Treasury checks are to be sent to the following address:

_____
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Upload #19

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	Partnership Agreements_DT

States of
Illinois
Indiana
Iowa
Michigan
Minnesota
Missouri
Ohio
Wisconsin

City of
Chicago

April 10, 2009

The Honorable Ray LaHood
Secretary, United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C.

Dear Secretary LaHood:

We write to you today to express our support and consensus for the passenger rail projects in our states. Our states encompass three key corridors of the Midwest Regional Rail System – Chicago-Milwaukee-Madison-Twin Cities, Chicago-St. Louis, and Chicago-Detroit-Pontiac – as well as other corridors that connect Midwest population centers. As you complete your strategic plan to improve and deploy high-speed passenger rail systems in the United States, as mandated in the American Recovery and Reinvestment Act of 2009 (ARRA), we are pleased to share with you the unique qualities of our regional initiative and the reasons we believe projects in these corridors should be given top priority for high-speed passenger rail funding.[1]

The Midwest Regional Rail Initiative (MWRRI) was first conceived by nine states[2] in the mid-1990s. Our states, in consultation with Amtrak and the Federal Railroad Administration (FRA), have worked to develop a vision for a 21st century passenger rail network. The system was predicated on three key approaches – 110-mile-per-hour service; significantly increased frequencies; and next generation trains that will bring a faster, more reliable, more service-focused mobility option to travelers. Our first plan was released in 1998. It was comprehensively updated in 2004, and implementation planning continues by the nine states to the present day.

The major elements of our nine-state passenger rail initiative include:

- *3,000 miles of existing rights of way to connect rural, small urban and major metropolitan areas.* The states will work with freight railroads to assess where capacity is needed to provide reliable110-mile-per-hour service.

- *Operation of a hub-and-spoke passenger rail system that provides service to and through Chicago to locations across the Midwest.* All corridors provide service to city-to-city pairs within 500 miles of each other.

- *Modern train equipment that operates initially at 110 miles per hour.* Current passenger rail equipment is outdated and designed for a 20th

[1] High-speed rail is defined in P.L. 110-432 as intercity passenger rail service that is reasonably expected to reach speeds of at least 110 miles per hour.
[2] Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin.

century train network, not a 21st century network. Next generation train equipment will travel at faster speeds with better acceleration and deceleration, will provide increased comfort and amenities for riders, and will provide travelers with more options than air or auto modes.

- *Multi-modal connections that will improve the entire transportation system network.* The states engaged in the MWRRI understand the importance of intermodalism. The passenger rail network and feeder system will connect riders to their communities, airports, bus stations and highways.

- *Focus on reliability and on-time performance.* We know that ridership depends on trains that arrive and depart on time. We are familiar with the predictable by-the-minute train service that exists in Europe and Asia. The MWRRI Plan recommends track and signal improvements to achieve the same level of on-time performance. That is the MWRRI vision.

The 2004 Midwest Regional Rail Initiative Executive Report recommends that corridor segments with the highest potential ridership per dollar invested be implemented first. All of these corridors have Chicago as the hub, and in order to provide dependable high-speed rail service, we need to address rail congestion in Chicago. Further, Chicago is also the freight rail hub and as a result, investment in passenger rail in Chicago is also going to positively impact freight rail traffic for the region and the country.

These "Phase I" corridors are Chicago-Milwaukee-Madison; Chicago-St. Louis; and Chicago-Detroit-Pontiac. We ask that you recognize the merits of the three corridors by awarding funding to key projects. Much work has already been done to move these corridor projects closer to implementation. This work and the proposed next steps follow:

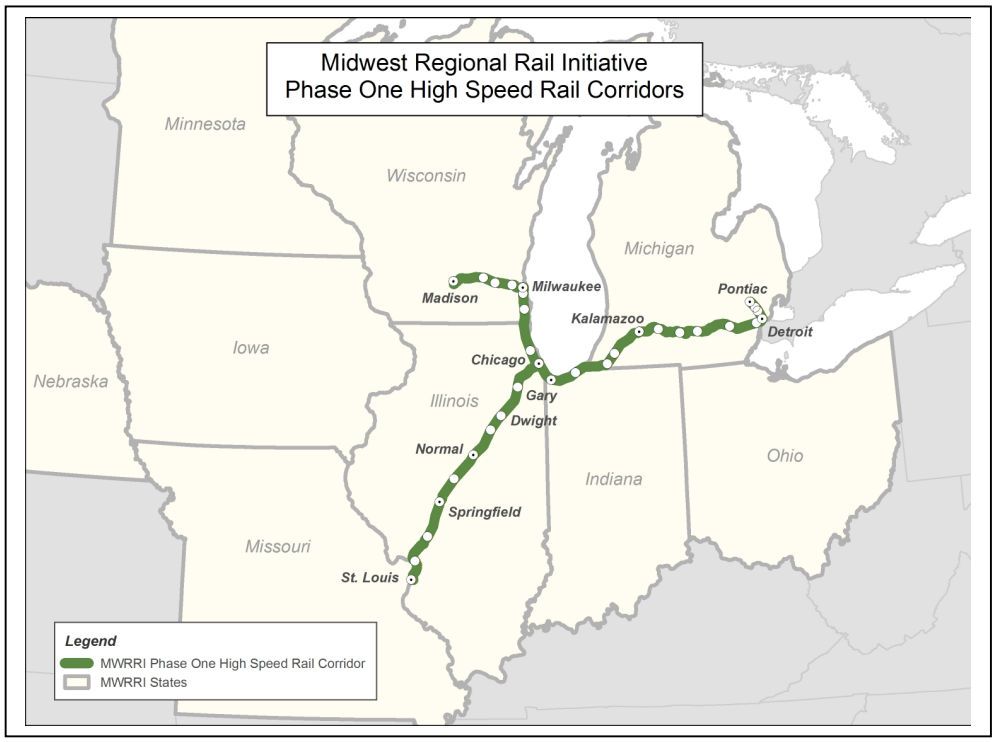
- Wisconsin has completed preliminary engineering and an environmental assessment for 110-mile-per-hour operations in the Milwaukee to Madison Corridor and has received a "finding of no significant impact" from the FRA. Funding will be sought for track, signal and other infrastructure upgrades, as well as new train equipment.

- Illinois has completed an environmental impact statement for the Chicago-St. Louis Corridor and has received a "record of decision" for the portion of the corridor from Dwight to St. Louis. In addition, the State has already invested $143 million in the corridor. Funding will be sought for track, signal and other upgrades in the segment, as well as new equipment for the Chicago-St. Louis trains.

- Michigan and Amtrak, working with the FRA, have implemented an "incremental train control system," currently allowing 95-mile-per-hour operations for portions of the corridor between Chicago and Detroit. The final audit report, which is nearing completion, and a request for increased train speeds up to 110 miles per hour is expected to be submitted to FRA within the next few months. Funding will be sought for track, signal and other infrastructure upgrades.

- Currently, freight and passenger trains are delayed by rail congestion in the Chicago hub terminal. Improvements in the Chicago hub are needed to achieve the goals of the MWRRI, including separation of passenger and freight movements to eliminate conflicts. Funding will be sought for infrastructure upgrades through a partnership of the State of Illinois, the City of Chicago, and the railroads serving Chicago.

With ARRA funds, projects in these Phase I corridors can be completed between 2012 and 2014. Our preliminary engineering estimates indicate these projects will require approximately $3.4 billion[3] for track and operating equipment pending final design and equipment specifications. Phase I MWRRI projects have been studied for over a decade; they were developed by a group of states committed to providing mobility options to our citizens. With Chicago as the backbone, the Midwest regional rail network will promote our regional and national economic development goals.



It is a top priority for the MWRRI that funding be awarded for additional Phase II projects in 2009 so the construction can begin as Phase I projects are completed. The funding needed for Phase II planning, environmental and design work is estimated to cost approximately $130 million. In addition to the Phase II work, our top priority includes funding for design and consideration of ready-to-go segments of the MWRRI.

The Region will request funding for the preliminary engineering and design associated with Phase II high-speed rail projects that the states wish to construct upon completion of the Phase I projects. The MWRRI states have outlined a number of Phase II projects, including completion of corridors that extend from Chicago to the Twin Cities, Indianapolis, Toledo, Cleveland, Cincinnati and

[3] 2009 dollars.

Pontiac, Michigan. In addition, further engineering and environmental work must be completed on routing alternatives between Dwight and Chicago in the Chicago-St. Louis Corridor. Beyond these Phase II projects, the MWRRI states will also develop the remaining projects in the system plan, including: Chicago to Grand Rapids/Holland, Port Huron, Carbondale, Quincy, Quad Cities-Iowa City-Des Moines-Omaha and Green Bay; and St. Louis to Kansas City.

Ohio is developing its passenger rail service for its 260-mile Cleveland-Columbus-Cincinnati "3C" Corridor, which will reach 60 percent of Ohio's population and is the most populated Chicago hub network corridor without rail service. Ohio is currently working on this project in partnership with freight railroads and Amtrak.

Some Phase II projects are ready to go – for example, the St. Paul Union Depot project, which is being renovated to serve as a hub for Amtrak, inter- and intra-city bus and passenger rail. In late 2009, the Northstar Commuter Rail Line, Hiawatha LRT and intra-city bus will all converge adjacent to the new Minnesota Twins stadium in Minneapolis. Minnesota has also established a Passenger Rail Forum of key stakeholders to develop data-driven, collaborative decisions on further rail development. The forum will play a key role in completion and implementation of a Minnesota Passenger and Freight Rail Plan. These efforts offer a strong local foundation for Minnesota's connection to the MWRRI.

Since the President has outlined his high-speed rail vision for the nation, the states see a long-term policy and funding partner in the federal government for building the nation's high-speed passenger rail network. To that end, the states in our nine-state region will work to develop and update our own state rail plans. These updates will address the federal government's recognition that high-speed intercity passenger rail should be an integral part of the nation's transportation network. In addition, the states must work with their freight railroad partners on capacity issues. Communities that have not been part of the MWRRI planning effort – Duluth, Minnesota; Dubuque, Iowa; Eau Claire, Wisconsin; Rockford, Illinois; Rochester, Minnesota – to name a few, will now receive consideration in light of the President's vision and a federal funding source.

President Obama's vision of making high-speed rail a part of our nation's future transportation network holds great promise. We recognize that a high-speed rail network has the potential to reduce highway and airway congestion, greenhouse gas emissions, and the nation's dependence on foreign oil. We are encouraged by the $8 billion down payment on this initiative made in ARRA, and we share President Obama's desire that real economic progress be made through infrastructure investment.

The year 2016 could be a landmark year in Chicago history if Chicago is successful in its bid to host the 2016 Olympics. Your approval of funding to construct the MWRRI projects, with a plan to complete them in time for the Olympics, could help Chicago in its bid to host the Olympic games.

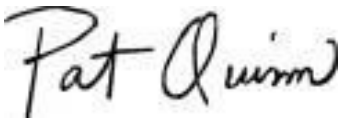
President Obama has summoned the courage to create a vision for the rebirth of intercity passenger rail. Should the MWRRI be given top priority for ARRA funds, the states will work to complete projects by the end of the stimulus and will reintroduce the nation as a builder of big vision transportation projects. We

believe there is great potential in the Phase I and Phase II MWRRI projects and are committed to this partnership.

We understand that the demand for ARRA high-speed passenger rail funds will be great. We urge your support for funding of the Phase I, Phase II, and other ready-to-go MWRRI projects and ask for your careful consideration of the years of hard work that have allowed our states to be ready for this moment. Our regional plan supports a network vision and a national strategy

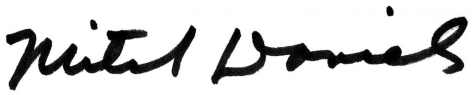
Thank you for your time and consideration. We look forward to the possibility of the Chicago Olympic Games in 2016, and we commit our time and efforts to assuring that we are ready.

Sincerely,



Pat Quinn, Governor
State of Illinois

Jay Nixon, Governor
State of Missouri



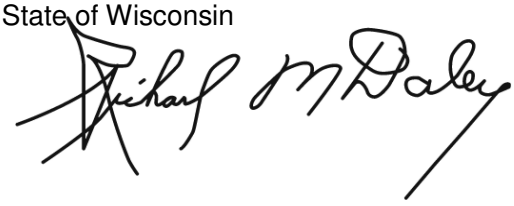
Mitchell E. Daniels, Jr., Governor
State of Indiana

Ted Strickland, Governor
State of Ohio

Chester J. Culver, Governor
State of Iowa

Jim Doyle, Governor
State of Wisconsin

Jennifer M. Granholm, Governor
State of Michigan



Richard M. Daley, Mayor
City of Chicago

Tim Pawlenty, Governor
State of Minnesota

Regional Transportation Authority

175 W. Jackson Blvd.
Suite 1550
Chicago, IL 60604
(312) 913-3200
www.rtachicago.com

September 30, 2009

The Honorable Joseph Szabo
Administrator
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Szabo:

The Regional Transportation Authority (RTA) of northeastern Illinois supports the State of Illinois' application for funding for high speed and inter-city rail initiatives. The RTA endorses the effort to promote transit-oriented, livable communities that will support the future rail service. This includes actively pursuing the Five Priorities outlined in the U.S. Department of Transportation's "Vision for High Speed Rail in America", when planning future community development and service for the high speed rail initiative: transportation benefits, economic recovery, environmental quality, energy efficiency and livable communities.

The RTA will assist the Illinois Department of Transportation (IDOT) with its review and revision of plans, policies and practices regarding land use, financing, tax incentives, training and resource allocation. The goal would be to utilize best practices to promote the Five Priorities and allow all parties to take full advantage of sustainable development opportunities provided by high-speed or intercity passenger rail stations and the transportation networks they serve. This includes cooperating with IDOT, municipalities, and other transit agencies to promote the consistent application of common criteria, standards and performance measures that support the Five Priorities across the region.

The RTA has supported transit-oriented and sustainable development near rail stations on our transit system for over ten years, and will continue to support this type of development near high speed rail stations. This includes working with the State of Illinois or other governmental agencies to apply for relevant grants to fund development and redevelopment in these areas. It is also important to connect the new high speed rail service with the existing transit network in our region. As such, the RTA will work with local communities to explore alternative transportation options to make these connections. These connecting services could potentially be funded through both public and private investments. We will also work to promote investment to maintain, enhance and expand the mass transit system, which is necessary for a high speed rail system to reach its full potential.

We look forward to working with the State of Illinois and other partners to bring high speed rail to the Midwest. If the RTA can be of any further assistance, please feel free to contact me at (312) 913-3220.

Sincerely,

Stephen E. Schlickman
Executive Director

Memorandum of Understanding between the State of Illinois and the Following Communities and Transit Agencies:

City of Chicago;

City of St. Louis, MO;

Village of Summit;

City of Joliet;

City of Pontiac;

City of Normal;

City of Bloomington;

City of Lincoln;

City of Alton;

City of East St. Louis;

City of Champaign;

City of Urbana;

City of Peoria;

City of Rockford;

Village of LaGrange;

City of Naperville;

City of Plano;

City of Princeton;

City of Geneseo;

City of Moline;

City of East Moline;

City of Bettendorf, IA;

Village of Coal Valley;

City of Rock Island;

Rock Island Couny;

Scott County;

City of Silvis;

City of Colona;

City of Freeport;

City of Galena;

City of Genoa;

City of Dubuque, IA;

City of East Peoria;

City of Elgin;

METRO (St. Louis);

Madison County Transit;

Showbus (Pontiac);

Grundy County Transit;

Bloomington-Normal Transit System;

St. Clair County Transit District;

Kendall County Transit District;

MetroLINK (Quad Cities);

Rockford Mass Transit;

to Promote Livable Communities around High-Speed and Intercity Rail Stations in Support of Illinois's Applications for Federal Funding

This Memorandum of Understanding (MOU) is entered into this first day of October, 2009, by the Mayors of the abovementioned 34 communities surrounding the current and prospective Illinois passenger rail corridors (Rail Communities) as well as the Administrators from the abovementioned Transit agencies for the purpose of memorializing our mutual support and commitment to the State of Illinois's federal funding applications.

WHEREAS, the Rail Communities and Transit Agencies, as recommended in US DOT's "Vision for High-Speed Rail in America" agree to include the following priorities (The Five Priorities) when planning for future development and service for the high-speed and intercity passenger rail initiative:

1. Transportation Benefits
2. Economic Recovery
3. Environmental Quality
4. Energy Efficiency
5. Livable Communities

WHEREAS, the State of Illinois has applied for funding for high-speed and intercity passenger rail in Illinois from the Federal Railroad Administration by submitting applications for federal appropriations and funding through the American Recovery and Reinvestment Act of 2009 (ARRA) on August 24, 2009 and will be submitting additional applications for ARRA funding on October 2, 2009.

WHEREAS, the Rail Communities and Transit Agencies will benefit from the cooperation and submittal of applications to the FRA in support of the high-speed and intercity rail initiative,

WHEREAS, the State of Illinois entered into an MOU with seven other Midwest States and the City of Chicago on July 27, 2009 in support of the development of a high-speed and intercity rail corridor that connects residents throughout the Midwest region.

WHEREAS, the Chicago region is the nation's rail hub and home to Union Station, one of the busiest intercity passenger rail stations in the United States and located in one of the highest concentrations of office space in the world, Chicago is uniquely situated to serve as the hub for a Midwest high-speed rail network. Chicago is one of the nation's most economically vibrant, and transit-oriented metropolitan areas and is the focal point of an extensive transit and roadway system. This system connects Union Station with the entire Chicago region and beyond and supports economic growth and livable communities through enhanced transportation access, improved environmental quality and energy efficient development and redevelopment. The Chicago Regional Environmental and Transportation Efficiency Plan (CREATE) will further increase the Chicago Hub's capacity for train movements, enabling higher speeds, improved reliability and increased safety. Future plans call for creating new transit links and providing additional capacity, better transit connectivity and additional passenger amenities at Union Station. The proposed West Loop Transportation Center will further expand capacity and intermodal connectivity for intercity rail. Additional projects are contained in the Chicago Central Area Plan that will further enhance regional connectivity and support future sustainable economic growth.

WHEREAS, the City of St. Louis, Missouri recently opened a new $31 million Multimodal Transportation Center located in the St. Louis region's downtown central business district. This station operates 24 hours a day and serves Amtrak, St. Louis MetroLink, MetroBus, Greyhound cross-country busses and taxis. This location serves as a mass transit connection to the entire St. Louis region through 18 different bus lines and a MetroLink connection to Lambert-St. Louis International Airport as well as to communities in both Missouri and Illinois. The City of St. Louis has experienced a rebirth over the past 8 years with over $4 billion dollars invested to date. The downtown neighborhood is home to 15,000 people and is the work destination for 100,000 people on a daily basis. Downtown St. Louis is the cultural and entertainment hub for the entire state of Missouri. St. Louis is home to professional sports teams such as the St. Louis Cardinals, Blues and Rams as well as cultural destinations like the Grand Center arts and entertainment district, the St. Louis Symphony, Forest Park and the Washington Avenue shopping district. All of these attractions are accessible to the downtown multimodal station either by walking or by using Metro. St. Louis hosts hundreds of thousands of tourists each year from throughout the Midwest and the world and is proud to show its growth and the re-development of its walkable communities.

WHEREAS, the City of Joliet is planning a new multi-modal passenger transportation center across from the current Union Station that integrates high-speed rail service, commuter rail service, commuter bus service, intercity bus service and car service in one location. City plans also include transit-oriented development that will further complement downtown attractions near the station including Harrah's Casino, The Rialto Theatre, and Silver Cross Field (Minor League Baseball) and provide economic recovery and growth to Downtown Joliet.

WHEREAS, the Town of Normal has begun a transit-oriented development construction project in its Uptown neighborhood adjacent to the Town's rail station. The project seeks to revitalize the Central Business District to promote increased economic opportunities and livable neighborhoods. The plan includes a new Multimodal Transportation Center as a centerpiece, as well as several mixed-use developments and public infrastructure improvements. The Central Business District will be one of the first in the nation to receive the LEED-ND designation and will become a model for livable communities across the country. As a result of this initiative, Normal has already experienced over $200 million in private investments in the Uptown area over the last 6 years. This includes a new full service Marriott Hotel and Conference Center, which Marriott chose to locate in Uptown in large part due to the immediate proximity of the train station.

WHEREAS, in September the City of Dubuque partnered with IBM to build a "Smarter, Sustainable Dubuque" as a model sustainable community that can be emulated by cities and towns across America. The announcement of the partnership was preceded by IBM opening a Global Service Center in Dubuque, creating 1,300 new jobs for the City in the midst of the recession. The Iowa State legislature has committed funds to build a rail platform in the Port of Dubuque, which has been redeveloped from a brownfield site to become a revitalized community gathering point. The City of Dubuque and private and non-profit partners have invested over $400 million in the America's River development at the Port of Dubuque. This location will provide multiple transportation opportunities, including passenger rail connections to Chicago, public transportation

options, bike paths, and walkable streets, so that residents and visitors can easily move from the Port to the Downtown, redeveloped Historic Millwork District, and Washington Neighborhood.

WHEREAS, the Quad Cities are planning a new multi-modal passenger transportation center in the City of Moline at MetroLINK's Centre Station that integrates proposed intercity passenger rail service with existing local and regional bus service in one location. The City of Moline has developed plans for transit oriented development that will attract new jobs and economic growth to complement the downtown corridor that includes the Western Illinois University-Quad Cities campus, i-wireless Center, John Deere Pavilion, and KONE Tower.

WHEREAS, the City of Lincoln is centrally located and is home to a university, two colleges, many employers looking to expand, and over 15,000 residents. High-speed and intercity rail service play a vital role in connecting Lincoln's people and institutions to points throughout the Midwest, opening additional avenues for economic development, and enhancing the livability of the community. Lincoln is also home to an historic train depot facility. The City is currently in negotiations with the private owner of the property to ensure continued access and development of the grounds and surrounding area.

WHEREAS, the City of East Peoria has begun construction on Downtown 2010, a brownfield development project that creates a vibrant new mixed-use center for East Peoria incorporating the fundamentals of New Urbanism, to bring together Community, Commerce and Technology. This development will provide approximately 5000 jobs to the area within the next 5 years. The project is supported by $130 million in mostly private investments. The site encompasses over 86 acres that will include over 500,000 sq. ft. of retail space, more than 300,000 sq. ft. of office space, Live/Work units and Civic buildings, making prime retail locations available in this highly visible, easily accessible, energy-efficient, dynamic trade area located in the heart of the Central Illinois market. The anchors for this new downtown will be a civic plaza and East Peoria Caterpillar Heritage Museum. While East Peoria is not located on the Chicago/St. Louis corridor, the Norfolk & Southern railways adjacent to the Downtown 2010 projects allow for future rail connection to the corridor.

WHEREAS, the Regional Transit Authority, Chicago Transit Authority and PACE will submit a letter of support that corresponds to this Memorandum of Understanding in lieu of signature because of procedural rules that govern the respective organizations.

WHEREAS, the Illinois Department of Transportation seeks input from the Rail Communities and Transit Authorities to assist with the review and revision of plans, ordinances, policies, and practices regarding land-use, financing, tax incentives, training, and resource allocation to ensure the adoption of best practices to promote The Five Priorities and allow all parties to take full advantage of sustainable development opportunities provided by a high-speed or intercity passenger rail station and the transportation network it serves.

THEREFORE, the Rail Communities and Transit Agencies pledge to work with one another and with experts to ensure a consistent application of common criteria, standards, and performance

measures necessary to meet the objectives referenced above, e.g., LEED certification, guidance from US EPA and US DOE.

THEREFORE, the Rail Communities will explore private and public transportation investment options to extend the transportation network created by high-speed and intercity rail. These transportation options may include, but are not limited to:

1. "Complete Streets" where pedestrians and bicyclists can travel with the safety of sidewalks and bike lanes
2. Bike parking/rental options
3. Private taxi service
4. Private/public bus service
5. Streetcar/light rail service
6. Commuter rail service
7. Intercity bus connectors
8. Car sharing service

THEREFORE, the Rail Communities and Transit Agencies listed agree to apply for relevant grants to fund sustainable development around rail stations. Grants may be available through the Illinois Department of Commerce and Economic Opportunities (DCEO), the Urban Finance Authority, the Illinois Department of Transportation (IDOT), the Illinois Environmental Protection Agency (IEPA), and other state agencies as well as federal agencies.

THEREFORE, the State of Illinois and the Rail Communities and Transit Authorities agree that the

State of Illinois will establish a single point of contact for Rail Communities and Transit Agencies to identify applicable grants available to rail communities and transit agencies meeting the eligibility requirements in support of sustainable development in areas surrounding the high speed rail stations.

THEREFORE, the Rail Communities, Transit Agencies and the State of Illinois agree to work together to develop, draft, and introduce substantive (non-monetary) legislative proposals that will encourage future development of livable communities around rail stations.

THEREFORE, Rail Communities and Transit Agencies agree to work together in planning for new development to ensure the development of the high speed rail transportation network embodies the concepts of the Five Priorities.

THEREFORE, the Rail Communities and Transit Agencies agree to cooperate and communicate with the State of Illinois, the host railroads, Amtrak or any other future operator, and other stakeholders,

during environmental reviews of potential rail projects and at other times, as appropriate. Public forums will be jointly held so as to communicate potential conflicts with existing development and to discuss other relevant matters, so as to ensure that stakeholders and decision-makers are fully advised of facts and plans, so as to create transparency for the greatest benefit to all.

AND FINALLY THEREFORE, be it resolved the Rail Communities and Transit Agencies agree to:

- Fully support Illinois's applications for federal funding for high-speed and intercity rail service.
- Be separately responsible for the planning, implementation and construction, with no separate funding requirement, related to the five US DOT priorities listed above within their city limits.
- Allow other Rail Communities the opportunity to join in this MOU at any time in support of all aspects of this agreement.

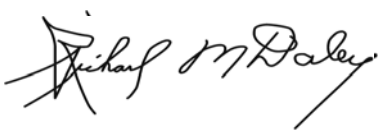
BE IT FURTHER RESOLVED THAT the parties may mutually agree in writing to amend this MOU and to develop such additional provisions and procedures as they determine necessary in order to support Illinois's application for federal funding for high-speed and intercity rail service.

AND, FINALLY, BE IT RESOLVED THAT in signing this MOU, the undersigned understand and accept the roles and responsibilities assigned to each of the parties. Each of the parties agrees to cooperate to the maximum extent to support Illinois's application for federal funding for high-speed and intercity rail service.

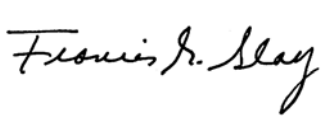
Signature of Governor

Governor Pat Quinn

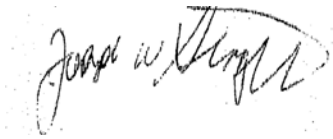
Signatures of Mayors



Mayor Richard M. Daley
Chicago, IL



Mayor Francis G. Slay
St. Louis, MO



Mayor Joseph W. Strzelczyk
Summit, IL

Mayor Arthur Schultz
Joliet, IL

Mayor Lawrence J. Morrissey
Rockford, IL

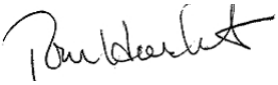
Mayor Robert T. Russell
Pontiac, IL

Mayor Stephen F. Stockton
Bloomington, IL

Mayor Chris Koos
Normal, IL

Mayor Keith Snyder
Lincoln, IL

Mayor David W. Mingus
East Peoria, IL

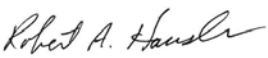


Mayor Tom Hoechst
Alton, IL

Mayor Alvin Parks Jr.
East St. Louis, IL

Mayor Elizabeth Asperger
LaGrange, IL

Mayor A. George Pradel
Naperville, IL



Mayor Robert Hausler
Plano, IL

Mayor Keith Cain
Princeton, IL

Mayor Pat Eberhardt
Geneseo, IL

Chairman James E. Bohnsack
Rock Island County, IL

Mayor Donald P. Welvaert
Moline, IL

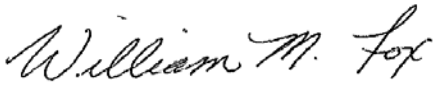
Mayor John Thodos
East Moline, IL

Mayor Michael J. Freemire
Bettendorf, IA

Mayor Stan Engstrom
Coal Valley, IL

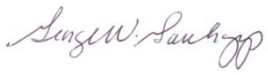
Mayor Dennis E. Pauley
Rock Island, IL

Chairman Jim Hancock
Scott County, IL



Mayor William M. Fox
Silvis, IL

Mayor Danny L. McDaniel
Colona, IL



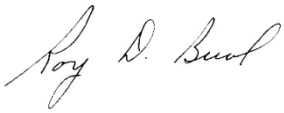
Mayor George Gaulrapp
Freeport, IL

Mayor Terry J. Renner
Galena, IL

Mayor Gerald Schweighart
Champaign, IL

Mayor Todd Walker
Genoa, IL

Mayor Jim Ardis
Peoria, IL



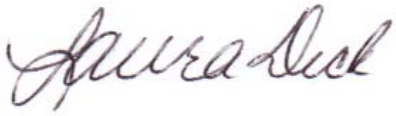
Mayor Roy D. Buol
Dubuque, IA

Mayor Laura Lunt Pressing
Urbana, IL

Mayor Edward Schock
Elgin, IL

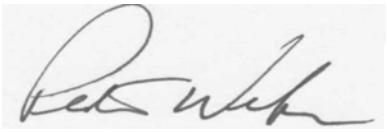
Transit Agency Administrators

Jerry Kane
Madison County Transit (Alton)



Laura Dick
Showbus (Pontiac, IL)

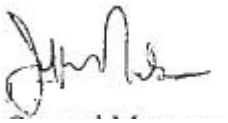
Dan Duffy
Grundy County (Dwight) Transit



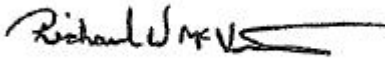
Pete Webber
Bloomington-Normal Transit Svstem

Delores Lysakowski
St. Clair County Transit District (East St. Louis)

Tom Zucker
Kendall County Transit (Plano)



Jeff Nelson
Quad Cities MetroLINK



Rick McVinnie
Rockford Mass Transit

Robert J. Baer
METRO (St. Louis)

CCO FORM:
Approved: 08/09 (AMB)
Revised:
Modified: 09/09 (JSC)

Memorandum of Understanding
Between Illinois Department of Transportation and the Missouri Highways and Transportation Commission
for the
Chicago Hub (Chicago to St. Louis) High Speed Rail Corridor to Construct the MWRRI Implementation Improvements in Illinois's Track 2
American Recovery and Reinvestment Act of 2009 Application
October 1, 2009

THIS MEMORANDUM OF UNDERSTANDING (hereinafter, "MOU") is entered into by the Missouri Highways and Transportation Commission (hereinafter, "Commission") and the Illinois Department of Transportation (hereinafter, "ILDOT").

WHEREAS, The Commission and ILDOT desire to achieve reliable passenger rail service, reduce passenger and freight conflicts, and improve freight rail operations on the Chicago Hub (Chicago to St. Louis) High Speed Rail Corridor; and

WHEREAS, ILDOT in partnership with the states of Michigan, Indiana, Iowa, Minnesota, Missouri, Ohio, Wisconsin, the City of Chicago, and Amtrak is planning to implement high speed passenger rail service in the Midwest and specifically in the railroad corridor between Chicago, Illinois and St. Louis, Missouri on tracks owned by Amtrak, Canadian National (CN), Union Pacific (UP), Kansas City Southern (KCS), and Terminal Railroad Association (TRRA); and

WHEREAS, ILDOT is designated as the lead state in submitting a Track 2 High Speed Intercity Passenger Rail (HSIPR) application to the Federal Railroad Administration (FRA) for American Recovery and Reinvestment Act of 2009 (ARRA) funding; and

WHEREAS, ILDOT is applying for Track 2 ARRA funding under a grant named *MWRRI Implementation Application – Chicago to St. Louis Double Main* to design and construct railroad infrastructure improvements for improved intercity passenger rail service between Chicago, Illinois and St. Louis, Missouri; and

WHEREAS, the Commission has the legal authority to contract for rail construction improvements within the State of Missouri; and

WHEREAS ILDOT has the legal authority to contract for rail construction improvements within the State of Illinois; and

WHEREAS, Amtrak currently operates five intercity trains per day between St. Louis, Missouri, and Chicago, Illinois, in the same corridor; and

WHEREAS, the federal ARRA funds which ILDOT has applied for in its Track 2 HSIPR application to construct the projects referenced in this MOU will be disbursed to each state for their respective projects; and

WHEREAS, funding for this application will be conducted under a competitive process through FRA with cooperation among affected stakeholders being essential to obtaining the funding.

NOW, THEREFORE, the Commission and ILDOT agree that if federal ARRA funds are made available upon FRA approval of the Illinois Track 2 HSIPR application, then the Commission and ILDOT agree to perform the following actions:

(1) PROJECTS IMPACTED: The Commission and ILDOT agree to administer and construct the following projects approved in the Track 2 HSIPR application within the deadlines set forth in the ARRA requirements:

(A) Illinois – Reconstruction of existing main track CN, UPRR, KCS, TRRA;

(B) Illinois – New construction and rehabilitation of numerous sidings on UPRR;

(C) Illinois – New construction of additional main track Joliet to Wann UPRR;

(D) Illinois – Rail Flyover in Springfield UPRR, NS;

(E) Missouri – Track improvements in the St. Louis Terminal area within Missouri's boundary of the TRRA;

(F) Missouri – Train maintenance facilities improvements within Missouri for the additional high speed trains in St. Louis

(G) Missouri – Train Storage track improvements within Missouri on the St. Louis UPRR

(H) Illinois – Station improvements at Joliet, Dwight, Pontiac, Lincoln, Springfield, Carlinville, Alton, and East St. Louis

(I) Illinois - Purchase train sets to accomplish the goals of the ARRA applications

(2) FUND ADMINISTRATION: All of the ARRA funds obtained under the Track 2 HSIPR application shall be administered by the respective state in which the project is located and for which such ARRA funds have been designated. Such state shall be solely responsible for the expenditure of allocated ARRA project costs associated with the above-mentioned projects located within such state.

(3) PROJECT ADMINISTRATION: The Commission and ILDOT further agree that the state in which the projects listed in this Section (1) are located shall be solely responsible for administering such projects under all appropriate and applicable federal and respective state laws.

(4) DURATION AND TERMINATION OF MOU: If no ARRA funds are made available for the above-mentioned projects, this MOU shall terminate of its own accord.

(5) NOTICES: Any notice or other communication required or permitted to be given hereunder shall be in writing and shall be deemed given three (3) days after delivery by United States mail, regular mail postage prepaid, or upon receipt by personal or facsimile delivery, addressed as follows:

(A) To ILDOT: George Weber
Bureau of Railroads Chief
Illinois Department of Transportation
100 West Randolph Street
Suite 6-600
Chicago, IL 60601
Facsimile No: (312) 793-1251

(B) To Commission:
Rod Massman
Administrator of Railroads
Missouri Department of Transportation
P.O. Box 270
2217 St. Mary's Boulevard
Jefferson City, MO 65102
Facsimile Number: (573) 526-4709

or to such other place as the parties may designate in accordance with this MOU. To be valid, facsimile delivery shall be followed by delivery of the original document, or a clear and legible copy thereof, within three (3) business days of the date of facsimile transmission of that document.

(6) COMMUNICATION BETWEEN PARTIES: The Commission shall promptly notify ILDOT, and ILDOT shall promptly notify the Commission, of any development, including actions by or communications from FRA or any stakeholder, that could materially impact: the Illinois Track 2 HSIPR Application; funding for the Projects or for their implementation; or the completion or implementation of the Projects.

(7) ENTIRE AGREEMENT: This MOU constitutes the entire agreement between the parties regarding this subject and supersedes any and all prior representations, understandings or agreements between the parties, whether oral or written, concerning the subject matter hereof.

(8) COMMISSION REPRESENTATIVE: The Commission's Director of Multimodal Operations is designated as the Commission's representative for the purpose of administering the provisions of the MOU. The Commission's representative may designate by written notice other persons having the authority to act on behalf of the Commission in furtherance of the performance of the MOU.

(9) ILDOT REPRESENTATIVE: ILDOT's Rail Bureau Chief is designated as ILDOT's representative for the purpose of administering the provisions of the MOU. ILDOT's representative may designate by written notice other persons having the authority to act on behalf of Amtrak in furtherance of the performance of this MOU.

(10) AMERICAN RECOVERY AND REINVESTMENT ACT 0F 2009: The Commission and the ILDOT agree to abide by the provisions of the American Recovery and Reinvestment Act of 2009 **(ARRA)** (Pub.L. 111-5, 2009 H.R. 1).

(11) FINANCIAL SUMMARY: Both the Commission and ILDOT may request a financial summary of the total funds allocated under the Track 2 HSIPR Application, including, but not limited to, allocations of funds on a project-by-project basis.

[Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF, the parties have entered into this MOU on the date last written below.

Executed by ILDOT this 1st day of October, 2009.

Executed by the Commission this 1st day of October, 2009.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

By: _____

Title: Chief Engineer

ILLINOIS DEPARTMENT OF TRANSPORTATION

By: _____

Title: Secretary

ATTEST:

_____
Secretary to the Commission

ATTEST:

By: _____
Title: Assistant to Secretary

Approved as to Form:

_____
Commission Counsel

Approved as to Form:

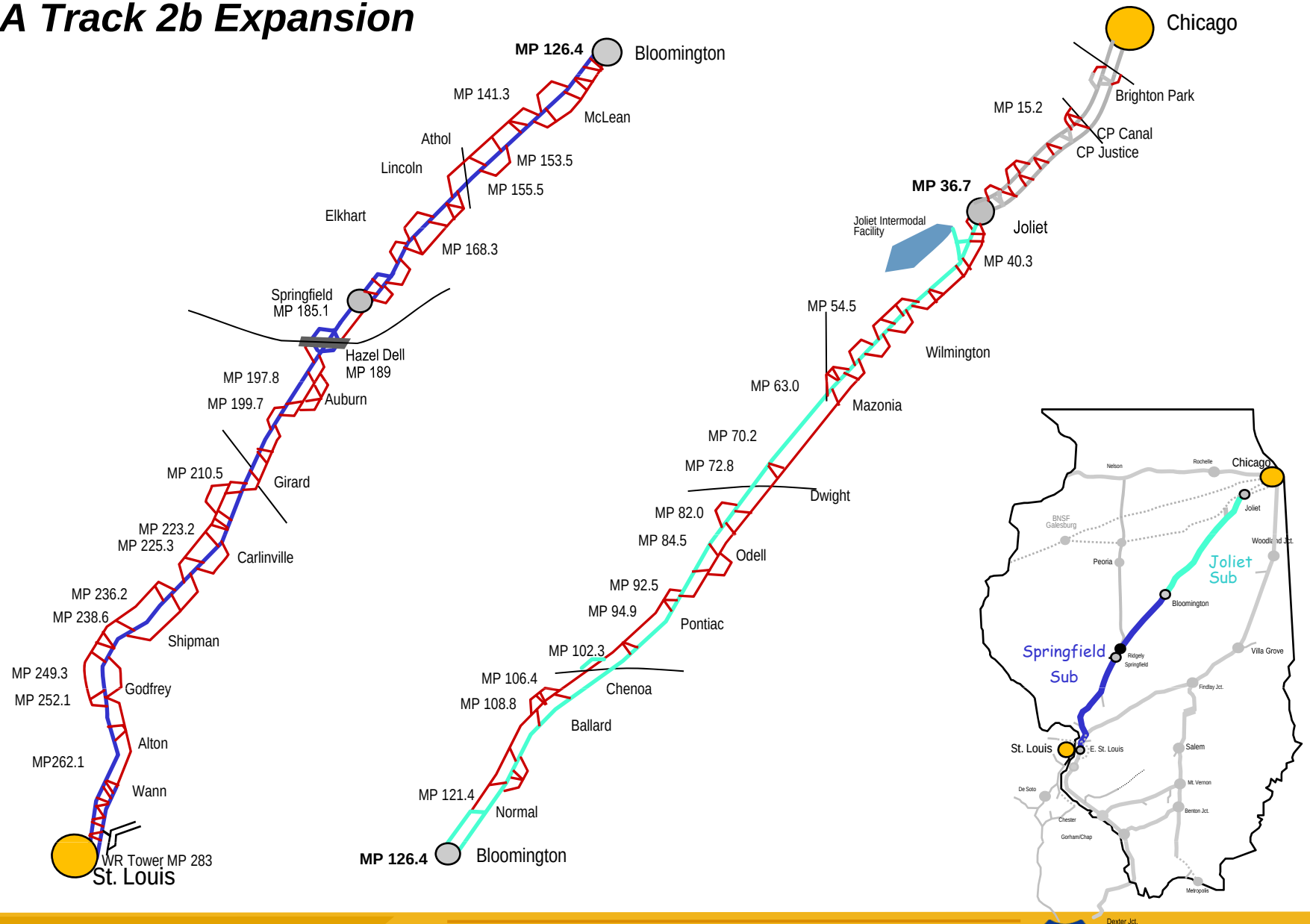
By: _____
Title: Chief Counsel

Upload #20

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	Map of Investments-DT

SPCSL

ARRA Track 2b Expansion



Upload #21

Applicant:	Illinois Department of Transportation
Application Number:	HSR2010000239
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 2 - Programs -IL-Chicago-St. Louis-Double Track
Status:	Submitted
Document Title:	Support Letters-DT

ILLINOIS' LETTERS OF SUPPORT FOR HSR & INTERCITY PASSENGER RAIL

AUTHOR OF LETTER	CHI_STL
AFLCIO	
BLACKHAWK COLLEGE	
BROTHERHOOD OF LOCOMOTIVE ENGINERES	
CHICAGO METROPOLITAN AGENCY FOR PLANNING	
CHICAGO TRANSIT AUTHORITY	
CHICAGOLAND CHAMBER	
CITY OF DUBUQUE MAYOR	
CITY OF FREEPORT	
CITY OF GALENA MAYOR	
CITY OF GENESEO & RESOLUTION	
CITY OF GENOA & SUPPORTING DOCUMENTS	
CITY OF GENOA ALDERMAN	
CITY OF GENOA BOARD OF DIRECTOR OF CHAMBER	
CITY OF GENOA BUSINESS - INSTALLATION SERVICES	
CITY OF GENOA CHAMBER OF COMMERCE & RESOL.	
CITY OF GENOA MAIN STREET INC	
CITY OF GENOA MAYOR	
CITY OF JACKSONVILLE MAYOR	
CITY OF JOLIET - CENTER OF ECONOMIC DEVELOPMNT	
CITY OF JOLIET CITY MANAGER	
CITY OF JOLIET - COMM & ECON DEVELOPMENT	
CITY OF JOLIET BUSINESS - LAW FIRM	
CITY OF KINGSTON BUSINESS - CONSTRUCTION FIRM	
CITY OF PLANO MAYOR	
CITY OF ROCKFORD MAYOR	
CLARKE COLLEGE AT DUBUQUE	
DEKALB CHAMBER OF COMMERCE & RESOLUTION	
DEKALB CO ECONOMIC DEVELOPMENT CORP	
DEKALB COUNTY BOARD	
DEKALB PRIVATE CITIZEN - KATZ	
DUBUQUE AREA CHAMBER OF COMMERCE	
DUBUQUE METROPOLITAN AREA TRANS STUDY	
EASTERN ILLINOIS UNIVERSITY - CHARLESTON	
FREEPORT/STEPHENSON CO CONVNTN & VISITORS	
GENOA BUSINESS - NAPA	
GENOA KINGSTON COMM SCHOOL DISTRICT	
GENOA PRIVATE CITIZEN - GOELITZ	
GENOA PRIVATE CITIZEN - GROARK	
GENOA PRIVATE CITIZEN - JOHNSON	
GENOA PRIVATE CITIZEN - JONES	
GENOA PRIVATE CITIZEN - SABIN	
GENOA PRIVATE CITIZEN - WOODWORD	

AUTHOR OF LETTER	CHI_STL
GILBERTS PRIVATE CITIZEN - JOHNSON	
HEARTLAND COLLEGE - NORMAL	
ILLINOIS CHAMBER OF COMMERCE	
ILLINOIS STATE UNIVERSITY - NORMAL	
IOWA TRANSPORTATION COMMISSION	
JOLIET JUNIOR COLLEGE	
KASKASKIA COLLEGE	
KANKAKEE COMMUNITY COLLEGE	
KINGSTON PRIVATE CITIZEN - NOVAK	
KNOX COLLEGE - GALESBURG	
LEWIS & CLARK COLLEGE - GODFREY	
LINCOLN COLLEGE - NORMAL	
LINCOLN MAYOR	
MCLEAN COUNTY CHAMBER OF COMMERCE	
MENDOTA CHAMBER OF COMMERCE	
METROLINK - QC	
METROPOLITAN PLANNING COUNCIL	
NORMAL MAYOR	
OLIVET NAZARENE UNIVERSITY - BOURBONNAIS	
QUINCY COLLEGE	
REGIONAL THANSPORTATION AUTHORITY	
RESOURCE BANK OF SYCAMORE	
RESPIRATORY HEALTH ASSOC OF MET CHICAGO	
SO. ILLINOIS UNIVERSITY AT EDWARDSVILLE	
STATE SEN. AJ WILHELMI - 43RD DISTRICT	
STATE REP. FRANK MAUTINO - 76TH DISTRICT	
STATE REP. JACK MCGUIRE - 86TH DISTRICT	
STATE REP. ROBERT PRITCHARD - 70TH DISTRICT	
TEAMSTERS - BROTHERHOOD OF MAIN OF WAY EMP	
TRANSPORTATION COMM INTRNL UNION	
UNITED TRANSPORTATION UNION	
UNIVERSITY OF ILLINOIS AT SPRINGFIELD	
US CONGRESSIONAL MEMBERS	
US REP. BILL FOSTER - 14TH DISTRICT	
US REP. BRUCE BRALEY- IOWA 1ST DISTRICT	
US REP. DAN LIPINSKI - 3RD DISTRICT	
US REP. DANNY DAVIS - 7TH DISTRICT	
US REP. JESSE JACKSON - 2ND DISTRICT	
US REP. PHIL HARE - 17TH DISTRICT	
US REP. TIM JOHNSON - 15TH DISTRICT	
US SENATOR TOM HARKIN - IOWA	
VILLAGE OF PLAINFIELD	
WESTERN IL UNIVERSITY -MACOMB	
WILL COUNTY EXECUTIVE - WALSH	
203 STATEWIDE ELECTED OFFICIALS	

DANIEL LIPINSKI
3RD DISTRICT, ILLINOIS
www.lipinski.house.gov

1717 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515–1303
(202) 225–5701
(202) 225–1012 FAX
TOLL FREE FROM IL (866) 822–5701

Congress of the United States
House of Representatives
Washington, DC 20515–1303

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

COMMITTEE ON SCIENCE AND TECHNOLOGY
SUBCOMMITTEE ON RESEARCH AND SCIENCE EDUCATION, CHAIRMAN

COMMITTEE ON SMALL BUSINESS

October 1, 2009

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, DC 20590

Dear Secretary LaHood:

As Chicagoland's only member of the House Committee on Transportation and Infrastructure, I write in strong support of Illinois' $125 million application to implement conventional passenger rail service between Chicago and Dubuque under the American Recovery and Reinvestment Act (ARRA). I also support Illinois' joint $235 million ARRA proposal with Iowa to establish conventional passenger rail service between Chicago and Iowa City.

As you know, Amtrak last served the Chicago to Dubuque route in 1981. The Chicago to Dubuque project aims to restore this service, passing through Rockford and Galena, with one roundtrip train per day. At the same time, the Chicago to Iowa City project seeks to introduce passenger rail service between the cities, passing through Geneseo and the Quad Cities, with two roundtrip trains per day. Funding for these projects would support continued environmental impact analysis, track infrastructure construction and improvements, layover facility construction, and station improvements.

Approval of funding for the Chicago to Dubuque route, as well as the Chicago to Iowa City route, would allow Illinois to move forward with its overall objective of providing fast, frequent, and reliable train service throughout the state and region. Implementation of these specific projects would help create good paying jobs, boost commerce, and strengthen our nation's passenger rail network.

Given the importance of intercity passenger rail in the Midwest and the positive impact these projects would have on my constituents and millions of other Illinois and Iowa citizens, I strongly support these applications for funding under ARRA.

Thank you for your consideration. Please do not hesitate to contact my office if you have any questions or need further information.

Sincerely,

Daniel Lipinski

DANIEL LIPINSKI
Member of Congress

6245 SOUTH ARCHER AVENUE
CHICAGO, IL 60638
(312) 886–0481
(773) 767–9395 FAX

19 WEST HILLGROVE AVENUE
LAGRANGE, IL 60525
(708) 352–0524
(708) 352–0926 FAX

5309 WEST 95TH STREET
OAK LAWN, IL 60453
(708) 424–0853
(708) 424–1855 FAX

302 N. Chicago Street
Joliet, Illinois 60432

(815) 774-7480
Fax (815) 740-4600

Lawrence M. Walsh

Will County Executive

Governor Patrick Quinn
207 State House
Springfield, IL 62706

Dear Governor Quinn:

I am writing to express my full and unequivocal support for the high-speed rail corridor from Chicago to St. Louis. We share President Obama's vision of "livable workable green destinations" and believe high-speed rail is a key component in accomplishing this objective.

I pledge Will County's full cooperation with U.S. Senator Durbin, Congresswoman Debbie Halvorson and other Will County officials to quickly promulgate a comprehensive plan that will capture the vision that you share with President Obama.

As Will County continues to grow and establish itself as a global transportation hub, high-speed rail is an integral component to promote economic development, transportation network integration and environmentally friendly communities.

I look forward to working with DCEO, regional planning agencies, and others to make high-speed rail along the Chicago-St. Louis corridor a reality. Please feel free to contact me at any time to support the cause of high-speed rail and the shared vision of additional jobs, livable and green communities and a world class transportation system.

Sincerely,

Lawrence M Walsh

Lawrence M. Walsh

September 26, 2009

Secretary Ray LaHood
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood:
Dear Mr. Szabo:

I am writing to lend my endorsement to Illinois' applications for high-speed rail stimulus dollars. As an elected official, and I believe that high-speed rail will benefit our state and our region by creating increased mobility, economic development and environmental benefits. Illinois has carefully planned its application, coordinating with other Midwestern states to create a fast, affordable travel option that will help knit our region together and breathe new life into the Midwest's economy. I believe this plan would use taxpayer dollars wisely and create both short and long-term benefits.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environmental benefits that fast, comfortable and convenient rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Signature	Office	City/Village
Leroy R Hansen	Clerk	Willowbrook
Signature	Office	City/Village
Robert J. McLaughlin	Alderman	Marshall
Signature	Office	City/Village
Kathleen M Hoos	Alderman	Lincoln

September 26, 2009

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U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

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Signature	Office	City/Village
A Straight	Public Safety	Homer
John A Vujs	Alderman	City of Lockport
Don Thompson	Alder	Granite City

September 26, 2009

Secretary Ray LaHood
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

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Federal Railroad Administration
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Signature	Office	City/Village
	Commissioner of Public Health & Safety	Pinckneyville, IL
Corine Andersen	Alderman	Galesburg, IL
	Trustee	Village of Savoy

September 26, 2009

Secretary Ray LaHood
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

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Signature	Office	City/Village
Cheryl Qualia	Town Clerk	Town of Cortland
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible], IL

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
	Council	Carlinville IL
	Trustee	Hainesville, IL
	Trustee	Millstadt IL.
	Village Pres	Clay City
	Trustee	Minooka
	Trustee	minooka
	Alderman	Rock Island
	Mayor	Newton

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
	Trustee	Village of Davis Junction
Nigel J Becker	Trustee	Village of Smolletown IL
Harry Hughes	Commissioner	Paris
Harry Thurkle	Trustee	Village of Bellwood
	Alderman	Park Ridge IL
	Trustee	Village of South Roxana
Brad Shields	Trustee	Village of Machesney Park
Gail Valle	City Treasurer	Granite City Ill.

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
	Trustee	Addison
	Trustee	Lyons
	TRUSTEE	WESTCHESTER
	President	Westchester
	Trustee	Cahokia
	SUPERINTENDENT	HAINESVILLE
	TRUSTEE	HAINESVILLE
	Trustee	Mundelein

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
Leon Rockingham Jr.	Mayor	North Chicago
Bart Hyde	Mayor	Franklin Park
Lee Beth	Trustee	Lake Zurich
[illegible]	Trustee	Mundelein
Dennis Miller	Commissioner	Benton
Michael A Rotheimer	Commissioner	Shoko
Rhonda L Thompson	Trustee	Monee
Denise Krantz	Trustee	Monee

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
Mayor Irene H Brodie		Robbins, IL
	ALDERMAN	PLANO IL
	Alderman	Monmouth, IL.
	TRUSTEE	LANSING, IL
	Alderman	Chillicothe IL
	TRUSTEE	MACHESNEY PK IL
	Mayor	Salem 62881
	ALDERMAN	MARQUETTE HGTS IL

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
Robert Schmidt	Trustee	Village of Rockdale
	Trustee	Village of Alsip
Joe Piscezenski	Trustee	Village of Thornton
	TRUSTEE	LYNWOOD IL
	Supervisor	Stites Township
	Trustee	Village of Brooklyn
	TRUSTEE	VILLAGE OF ST. JOSEPH
	Trustee	Village of Matteson

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
	Trustee	Village of Dolton
	Alderman	Vandalia
	Trustee	Mahomet
	Trustee	Orland Park
	ALDERMAN	NORTH CHICAGO
	Alderman	Calumet City
	Alderman	Yorkville
	Comm.	Braidwood

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
Randall Limberg	TRUSTEE	MARYVILLE, IL
	CLERK	OAK LAWN
	City CLERK	BURBANK
	COMMISSIONER	JERSEYVILLE
	MAYOR	LOMBARD IL.
	TRUSTEE	WINNEBAGO
	TRUSTEE	
	trustee	Oak Lawn

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
Roger Were	Alderman	Lewistown, IL.
[illegible]	[illegible]	[illegible]
[illegible]	Alderman	Vandalia, IL
Larry K Cable	ALDERMAN	VANDALIA, IL.
[illegible]	Mayor	Cowy IL
Louis Kalwit	Council	Centralia, IL
Jamie Mullins	Mayor	Kinmundy, IL
Patricia Gini	Trustee	Orland Park

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
Kelvin Stewart	Trustee	Schram City
Judy A. Autry	Trustee	Round Lake Beach
Charles H Kelley	Commissioner	Sparta, IL
Paul L. Wicht	Alderman	City of Oak Forest
John R Wise	Commissioner	Chester
Gary Sloan	Commissioner	Sparta IL
Kelvin Wheeler	trustee	Ridgeland Park
David W. Hursey	Treasurer	O'Fallon

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
	TREASURER	CITY OF HOMETOWN
	Trustee	Bellwood
	Village President	Maple Park
	Trustee	Village of Maple Park
	Mayor	Chillicothe
	Councilman	Yorkville
	Mayor	Vandalia
	Trustee	East Dundee

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
Charles L. Lee	Alderman	Sterling IL
	Trustee	Beecher IL
	ALDERMAN	LOVES PARK
Alan Hays	Mayor	Assumption
Eugene Williams	MAYOR	LYNWOOD
	Trustee	Monee
	Alderman	O'Fallon
Douglas Beaw	Trustee	Cissna Park

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
Rita Southam	Alderman	Waterloo
James A Costrini II	Mayor	Shiloh
Joseph Niehaus	alderman	Peru
Felix V. Floyd Jr.	Mayor	Roxana
Robert B. Weis	Alderman	Monmouth, ILL
[illegible]	ALDERMAN	DeKalb IL
[illegible]	MAYOR	Roscoe
Kevin Michael	Trustee	Alsip, IL

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
	Alderman	Rock Falls IL
	Mayor	Griggsville, IL
	Trustee	Brookfield IL
	Village President	Peotone, IL
	TRUSTEE	WESTMONT, IL
	Alderman	Sterling IL
Harold R. Hendrickson	Trustee	Rochester, IL
	Trustee	VILLA PARK IL

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
Harold L Schumann	Alderman	Rushville 62681
Mary Jo C. Haka	City Clerk	Hometown
Georgia O'Neill	Trustee	Park Forest
[illegible]	Trustee	Cherry Valley IL.
[illegible]	Aldermans	Rushville IL.
Suzanne Ahnestork	Trustee	Maple Park
[illegible]	Trustee	Maple Park
[illegible]	Trustee	New Baden

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
	Treasurer	North Chicago
	Alderman	Plano Ill.
	TRUSTEE	MANHATTAN IL
	TRUSTEE	UNIVERSITY PARK
	TRUSTEE	HILLSBORO ILL
	TRUSTEE	LAKE IN THE HILLS L.I.T.H.
	Alderman	Wood Dale, Ill.
	City Treas.	Plano, Ill

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
	Village-Clerk	Brooklyn
	Village Trustee	Thomasboro, IL
	Village Trustee	Ashton, IL
	Alderman	Brandstown
	Trustee	Winnebago, IL
	Trustee	Newbaden
Dorothy Grisco	Village Clerk	Matteson
	Village Administrator	East Dundee

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
	Executive Director	Grundy Co.
	City Clerk	Wood Dale
	Alderman	Wood Dale
	Trustee	Village of Lake
	Chief of Police	Monee
	Trustee	Bartonville
	Trustee	Davis Junction
	Village President	Carbon Cliff

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
J E Ellebracht	Alderman	O'Fallon
Simpson	Alderman	Granite City, IL 62040
Gloria J. Ludwig	City Clerk	Des Plaines
Mark A. Ouren	Trustee Township of Lyons	Lyons Township
Elmer Rose	Village President	Lake in the Hills
Robert A. Peters	ALDERMAN	NORTH CHICAGO, IL
Linda Holan	Trustee	Millstadt
Gary Moore	Trustee	Burbank

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
	TRUSTEE	LAKE ZURICH, IL
	COMM.	DIXON IL
	Mayor	Millstadt IL
	Mayor	Rockton, IL
	Alderman	City of Joliet, IL
	Trustee	Village Bourbonnais
	Alderman	Rockford
	Mayor	Maryville

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
	MAYOR	MATTOON
	Alderman	Plano
	Trustee	Shiloh
	Trustee	Harwood Heights
	Trustee	Morton Grove
	ALDERMAN	WOODDALE
	CITY CLERK	DEKALB IL
	COUNCILMEN	CRYSTAL LAKE, IL

Letter to Secretary LaHood and Administrator Szabo September 26, 2009 in support of the Illinois Application for high speed rail stimulus funds

Signature	Office	City/Village
	Alderman	Rockford
	Alderman	City Crest Hill

Black Hawk COLLEGE

OFFICE OF THE PRESIDENT
District 503
6600 34th Avenue
Moline, Illinois 61265-5988
(309) 796-5001
FAX (309) 792-8127

WWW.BHC.EDU

QUAD-CITIES CAMPUS
6600 34th Avenue
Moline, Illinois 61265
(309) 796-5000

EAST CAMPUS
26230 Black Hawk Road
Galva, Illinois 61434
(309) 854-1700
(located 5 miles south of Kewanee)

COMMUNITY EDUCATION CENTER
404 East Third Street
Kewanee, Illinois 61443
(309) 854-1875

OUTREACH CENTER
301 Avenue of the Cities
East Moline, Illinois 61244
(309) 796-4800

ILLINOIS WORKNET CENTER
4703 16th Street - Suite G
Moline, Illinois 61265
(309) 797-7138

TECHNOLOGY CENTER (BHCTC)
3930 11th Street
Rock Island, Illinois 61201
(309) 794-1072

August 18, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo:

Please accept this letter as a display of Black Hawk College's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally-covered press conference of July 27, 2009.

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. Black Hawk College, in particular, stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

R. Gene Gardner, Ph.D.
Interim President

Brotherhood of Locomotive Engineers and Trainmen

C. Edward Way
Chairman

Illinois State Legislative Board
9119 Wedgewood Dr.
Fairview Heights, IL 62208-1056

Office: (618) 397-8895
Fax: (618) 397-0556
Cell: (618) 977-6315
E-mail: BLECEDWAY1@aol.com

August 14, 2009

Mr. Joseph Szabo
Federal Railroad Administrator
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Administrator Szabo,

Please accept this letter as a display of support from the Brotherhood of Locomotive Engineers and Trainmen. We have worked long and hard and now it appears that the time has arrived for high-speed rail in Illinois and our surrounding Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who have agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act, (ARRA) as announced at their nationally covered press conference of July 27, 2009.

This funding will build the rail network that we have worked on for many years and fulfill the promises of improving the economic, environment and sustainable future of the Midwest. The Brotherhood of Locomotive Engineers and Trainmen will be at the forefront of making Illinois and the Midwest, leaders within the high-speed industry in improving high speed rail and inter-city service. Illinois and its Midwest partners will benefit from the creation of thousands of new well-paid jobs will be the heart of our economic recovery

When evaluating applications the ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly conceder the potential economic growth and environment benefits, fast, reliable and frequent rail service will help our region . These projects will provide economic growth for the Midwest for several years into the 21st Century.

Sincerely yours,

C. Edward Way

C. Edward Way, Chairman
Illinois Legislative Board
Brotherhood of Locomotive Engineers and Trainmen
International Brotherhood of Teamsters / Rail Conference

Transportation Communications International Union

An affiliate of the International Association of Machinists and Aerospace Workers

God Bless America

Robert A. Scardelletti, ***International President***
Joseph P. Condo, ***International Vice President***

August 24, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo,

Please accept this letter as a display of the Transportation Communications International Union's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally-covered press conference of July 27, 2009

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. Transportation Communications International Union in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

Joseph P. Condo, IVP

53 West Seegers Road • Arlington Heights, IL 60005 • Phone—847-981-1290 Ext. 13 • FAX—847-981-0017

534 S. Second Street, Suite 200
Springfield, Illinois 62701-1764
217/544-4014 • Fax: 217/544-0225

ILLINOIS AFL-CIO

999 McClintock Drive, Suite 100
Burr Ridge, Illinois 60527-0844
312/251-1414 • Fax: 312/251-1420

Aug. 5, 2009

Mr. Joseph Szabo
Federal Railroad Administrator
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Administrator Szabo,

On behalf of the one million union members in the great state of Illinois, I am writing in support of the recent application for high-speed rail funding made by the State of Illinois and seven other Midwest states.

The Illinois AFL-CIO supports Governor Patrick Quinn and Chicago Mayor Richard Daley, who have agreed to be a part of the Midwest Rail Steering Group to coordinate applications under the American Recovery and Reinvestment Act.

The funding that this Act could provide to our state and region will create thousands of good-paying jobs and put our members to work at a time when we need it the most. It will undoubtedly improve our transportation service and will surely help build our economy and position this region for future growth and opportunity.

I encourage you to give strong consideration to the applications for high-speed rail funding presented to you by the State of Illinois and the seven other states that represent the Midwest Rail Steering Group.

Sincerely,

Michael T. Carrigan
President

MTC/br
LIUNA362aflcio

Cc: Governor Patrick Quinn, Mayor Richard Daley, Illinois AFL-CIO Vice President Robert Guy.

united transportation union

Illinois Legislative Board
8 S. Michigan Avenue Suite 2006 Chicago, Illinois 60603 Phone: (312) 236-5353 Fax: (312) 236-8209

August 14, 2009

Mr. Joseph C. Szabo
Administrator
Federal Railroad Administration
1200 New Jersey Ave. SE
Washington, D.C. 20590

Dear Administrator Szabo:

As you are aware of, the United Transportation Union has long been an active participant in advocating for increased and improved passenger rail service in Illinois and the Midwest. We fully support the applications for high-speed rail funding that have been made by the State of Illinois and other Midwestern States. The Governors of these states and Chicago Mayor Richard Daley agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act, a plan that we support.

This critical funding will help construct a rail network that will serve as an economic engine for the Midwest and provide environmental benefits for the entire region. The UTU will benefit from additional and improved passenger rail service with the creation of high quality and well paying operating jobs, plus the region's economic recovery would benefit from the thousands of new jobs being created to build out the entire system.

The projects that Illinois and other Midwestern States have included in applications for ARRA funding will help make the Midwest a world-class economy. We, along with other interested parties, ask that you strongly consider the potential economic growth and environmental benefits that improved and expanded high-speed passenger rail service would bring to this region.

Sincerely,

Robert W. Guy
State Director

CHICAGOLAND
CHAMBER OF COMMERCE

August 12, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo:

Please accept this letter as a display of the Chicagoland Chamber of Commerce's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally covered press conference of July 27, 2009.

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. The Chicagoland Chamber of Commerce in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

Thank you

Jerry Roper

Gerald J. Roper
President and CEO

200 E. Randolph Street, Suite 2200, Chicago, IL 60601 www.chicagolandchamber.org 312.494.6700 fax: 312.861.0660

OFFICE OF THE CITY MANAGER
THOMAS A. THANAS
CITY MANAGER
PHONE: 815/724-3720
FAX: 815/724-3737

tthanas@jolietcity.org

CITY OF JOLIET

150 WEST JEFFERSON STREET
JOLIET, ILLINOIS, 60432-4158

August 20, 2009

Honorable Patrick Quinn
Governor
207 State House
Springfield, IL 62706

AUG 2 4 REC'D

Dear Governor Quinn:

On behalf of Mayor Schultz and the members of the City Council of the City of Joliet, I am writing to confirm the City's wholehearted support for high-speed rail in Illinois, and to confirm the City's strong commitment to promoting the "public return on investment" objectives identified by President Obama and Secretary LaHood in their announcement and guidance regarding federal high-speed rail funds.

Mayor Schultz and the City Council members were especially heartened to learn that our federal and state counterparts intend to use high-speed rail funding not only to promote faster and more reliable transportation, but to promote livable and green communities that hold the promise of permanent jobs – particularly for economically disadvantaged areas such as Joliet.

The City of Joliet has been in the process of planning a multimodal transportation center in downtown Joliet adjacent to Union Station which sits on two national rail lines. To a great degree, the area around the new transportation center is ripe for redevelopment for a livable and sustainable residential community within walking and biking distance of the new transportation center. Utilizing all available resources, we intend to turn that space into a livable community for inhabitants and a destination spot for visitors. Our vision for this "livable workable green destination" includes housing, shops, restaurants, entertainment, public space, and open lands, as well as elements to promote those objectives identified by the Obama Administration: (1) transportation network integration; (2) permanent jobs, particularly for disadvantaged areas; (3) training and other avenues to link disadvantaged populations to these jobs; (4) environmental quality; and (5) energy efficiency. It is our intention to ensure that the project, augmented by the enhancements made possible through high-speed rail, will make Joliet one of the nation's leading "livable workable green destinations." For example:

1. We are now working with IDOT, Congresswoman Debbie Halvorson, the Will County Center for Economic Development, and others to secure funding to quickly promulgate a comprehensive plan that will capture the vision that we share with you and President Obama.

2. We will work with communities along the Chicago-St. Louis corridor and other experts in the field to ensure a consistent application of common criteria, standards, and performance measures necessary to meet the objectives referenced above – e.g., LEED certification, guidance from the EPA and the Energy Department, etc.

3. We will work directly with DCEO, the Finance Authority, other state agencies, and relevant training/education agencies to identify and leverage additional support to promote these objectives.

4. We will work with other communities along the Chicago-St. Louis corridor to develop, draft, and introduce substantive (non-budgetary) legislative proposals that will help us effectively meet the Administration's objectives regarding high-speed rail. We expect that the legislation will be introduced in the early part of 2010.

5. We will review and revise our various plans, ordinances, policies, and practices regarding land-use, financing, tax incentives, training, and resource allocation to ensure that we are adopting "best practices' in promoting these objectives.

We are committed to making Joliet one of the nation's leading livable green destinations. We hope that Joliet's new transportation center will be the first stop out of Chicago on the first high speed rail line built in the United States. We look forward to a long and fruitful partnership with the State of Illinois and the United States in this exciting new venture, and wish you every bit of luck as you champion the cause of high-speed rail.

Sincerely,

Thomas A. Thanas

Thomas A. Thanas
City Manager

Copy: Mayor Schultz & City Council Members
Hon. Debbie Halvorson, Congresswoman
Hon. A. J. Wilhelmi, State Senator
Hon. Jack McGuire, State Representative
Larry Walsh, Will County Executive
John Greuling, President and CEO Will County Chamber and CED

AUG 24 REC'D

GovQuinn8202009.tat

DEPARTMENT OF
COMMUNITY & ECONOMIC
DEVELOPMENT
JAMES M. HALLER
DIRECTOR
PHONE: 815/724-4040
FAX: 815/724-4056

jhaller@jolietcity.org

CITY OF JOLIET

150 WEST JEFFERSON STREET
JOLIET, ILLINOIS, 60432-4158

September 28, 2009

Secretary Gary Hannig
c/o George Weber, Bureau Chief of Railroads
Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 West Randolph Street, Suite 6-600
Chicago, IL 60601

Dear Mr. Hannig:

The City of Joliet strongly supports the Illinois Department of Transportation's (IDOT) Track 2 Application for Funding for the Chicago-St. Louis High Speed Rail Corridor.

Funding through the American Recovery and Reinvestment Act (ARRA) would continue the investment already made toward implementing 110-MPH passenger service between those two major metropolitan areas. A funding commitment at this time would create jobs, stimulate the national and local economies and offer a greener alternative to the auto or the airplane.

For years, Joliet has partnered with IDOT and Amtrak in providing the station accommodations on the existing passenger line. We applaud and support their efforts in improving and diversifying passenger options for the future.

Sincerely,

James M. Haller, Director
Community & Economic Development

Office of the President

600 Lincoln Avenue
Charleston, Illinois 61920-3099

Office: (217) 581-2011
Fax: (217) 581-2490

EASTERN ILLINOIS UNIVERSITY

August 24, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo,

Please accept this letter as evidence of Eastern Illinois University's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States.

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. Eastern Illinois University in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, I ask you to consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region.

Sincerely,

William L Perry

William L. Perry
President

86TH DISTRICT OFFICE:
121 SPRINGFIELD AVENUE
JOLIET, ILLINOIS 60435
815/730-8600
815/730-8121 (FAX)

CAPITOL OFFICE:
239-E STRATTON BUILDING
SPRINGFIELD, ILLINOIS 62706
217/782-8090
217/557-6465 (FAX)

JACK MCGUIRE
ASSISTANT MAJORITY LEADER
ILLINOIS HOUSE OF REPRESENTATIVES

September 18, 2009

Honorable Patrick Quinn
Governor
207 State House
Springfield, IL 62706

RE: Support High Speed Rail / Illinois

Dear Governor Quinn:

I am writing to offer my full support for high-speed rail along the Chicago-St. Louis corridor. The heart of my district is the City of Joliet and they have been in the process of planning a multimodal transportation center in downtown which sits on two national rail lines. There is definitely a vision to make Joliet the first stop out of Chicago on this proposed high speed rail line.

The City of Joliet can be a "livable workable green destination" and I am committed to help through legislative proposals that will help meet the administration's objectives regarding high-speed rail.

Governor Quinn, please know that I will continue to work with the partnership of Congresswoman Debbie Halvorson, the City of Joliet, Senator A.J. Wilhelmi, Will County Executive Larry Walsh and Will County Center for Economic Development CEO John Greuling. This is an exciting venture and I thank you for championing the cause.

Sincerely,

State Representative
Jack McGuire
Assistant Majority Leader
86th District

ILLINOIS CHAMBER
OF COMMERCE

August 24, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

CAPITAL CITY OFFICE
215 E. Adams St.
Springfield, IL 62701
MAIN 217.522.5512
FAX 217.522.5518
www.ilchamber.org

Dear Administrator Szabo,

Please accept this letter as a display of the Illinois Chamber of Commerce's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally-covered press conference of July 27, 2009

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. The Illinois business community in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

The Chamber is also supportive of the additional benefits that could accrue to CREATE, an economically vital project to relieve the rail bottleneck in northeastern Illinois.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

Todd C. Maisch

Todd Maisch

Vice President Government Affairs

Congress of the United States

Washington, D.C. 20515

April 28, 2009

RE: High-Speed Rail, Chicago to St. Louis

The Honorable Barack Obama
President of the United States of America
The White House
1600 Pennsylvania Ave NW
Washington, D.C. 20500

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear President Obama and Secretary LaHood:

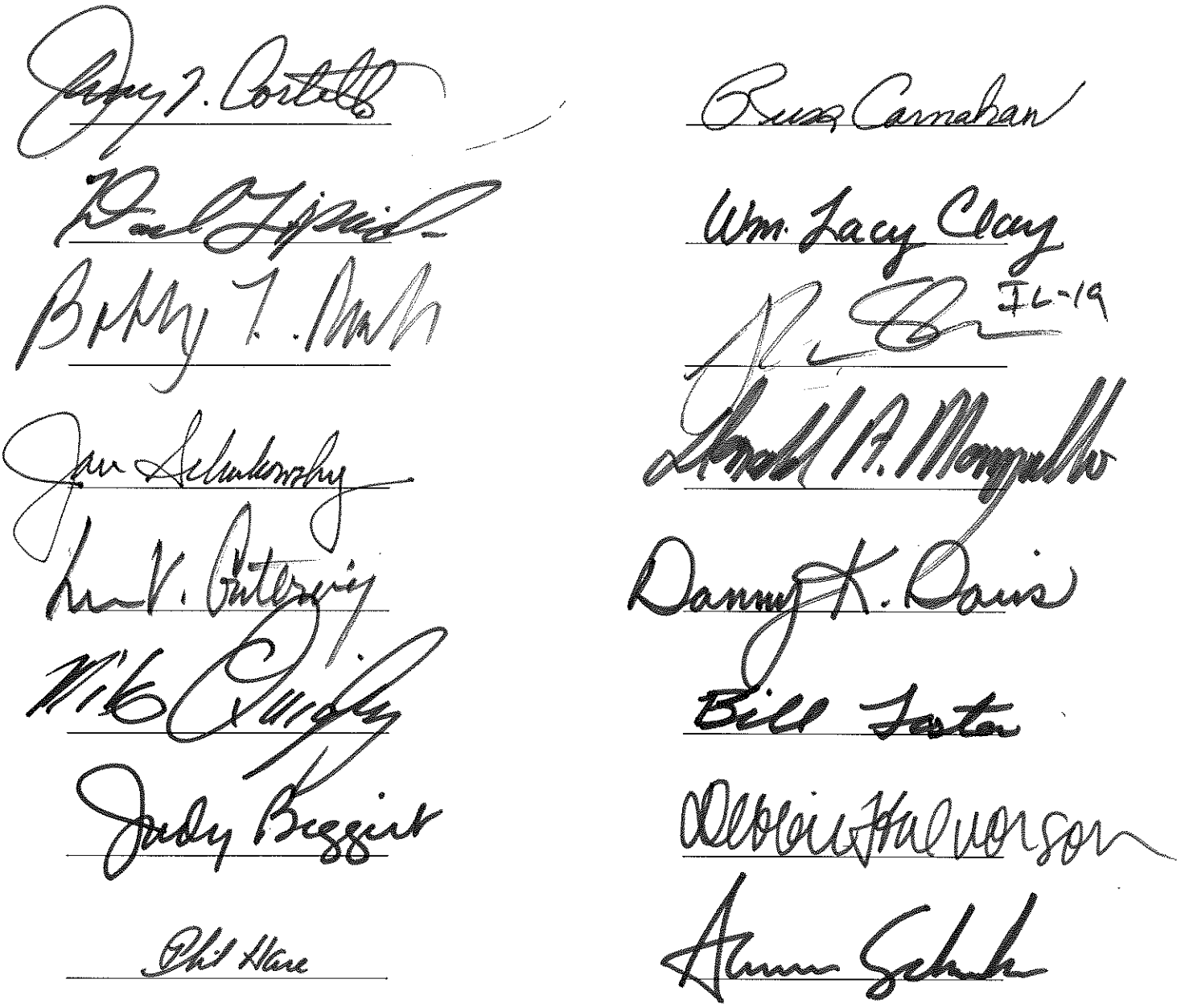
We write to commend your dedication to high-speed passenger rail and the recognition that it should be an integral part of our nation's transportation network.

Developing a high-speed passenger rail network throughout the United States will take a great commitment at both the federal and state levels. We believe this investment is critical to building a multi-modal transportation system network where riders are connected to airports, bus stations, highways and their communities. This investment will also reduce congestion on our highways and in our airways, which are already exceeding capacity, reduce our dependence on foreign sources of oil and make our transportation network more resilient in times of national emergency.

We would like to highlight the importance and benefit of the corridor between Chicago and St. Louis and urge that it be given top priority as you award funding for high-speed rail projects. The state of Illinois has already invested $143 million in the Chicago-St. Louis corridor and has completed an environmental impact statement. Recovery Act funding would be used for track, signal and other corridor upgrades, as well as new equipment for trains. In addition, it would prepare the way for additional routes, such as St. Louis to Kansas City.

Thank you for your consideration of the Chicago-St. Louis corridor. We look forward to working with you as we build the nation's high speed rail network and modernize our national transportation system.

Sincerely,



Page 638 of 675

ILLINOIS STATE UNIVERSITY
Illinois' first public university

Office of the President
421 Hovey Hall
Campus Box 1000
Normal, IL 61790-1000
Phone: (309) 438-5677

August 24, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo,

Please accept this letter as a display of Illinois State University's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally-covered press conference of July 27, 2009.

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. [Name of Organization] in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

Al Bowman

August 24, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo:

Please accept this letter as a display of Heartland Community College's (Normal, IL) support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally covered press conference of July 27, 2009.

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. Heartland Community College District 540 in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

Gregg Chadwick
Chair, Heartland Community College Board of Trustees

cc: Jonathan Astroth

1500 W. Raab Rd.
Normal, IL 61761
(309) 268-8020 a
TDD (309) 268-8030
www.heartland.edu

City of Jacksonville Mayor's Office
200 West Douglas • Jacksonville, IL 62650
www.jacksonvilleil.com

Andy Ezard, Mayor

August 20, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Szabo:

On behalf of the City of Jacksonville, Illinois, I write to express strong support for the State of Illinois' application for high-speed rail funding. Recently the governors of eight Midwestern states, including the State of Illinois, joined together to seek federal funding for high-speed rail. I support their efforts seeking funding for high-speed rail and encourage your approval of their applications for funding under the American Recovery and Reinvestment Act (ARRA).

ARRA funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. The City of Jacksonville does not sit directly on one of the lines, but we are situated near two potential high-speed rail lines. Jacksonville is an hour away from Quincy and about thirty minutes from Springfield. High-speed rail service has been proposed rail lines running through both communities. The citizens of Jacksonville and our region would benefit from the development of a high-speed rail system and improvements to the intercity rail system in our state and region.

As you evaluate applications for ARRA and appropriations funding from Illinois and other Midwestern States, I urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will create jobs, reduce highway traffic, increase tourism and improve quality of life for our residents.

Thank you for your consideration.

Sincerely,

Andy Ezard
Mayor
City of Jacksonville, IL

Phone: 217.479.4610 • Fax: 217.479.4609 • E-mail: mayor@jacksonvilleil.com

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Of Counsel
William T. Kaplan
George J. Vosicky
Kathy M. Sons

September 21, 2009

Honorable Patrick Quinn
Governor
207 State House
Springfield, IL 62706

Dear Governor Quinn:

We are fully committed to helping establish a series of "livable workable green destinations" along the Chicago-St. Louis Corridor. We are writing to confirm that we will do all in our power to promote the "public return on investment" objectives identified by the President and his Transportation Secretary in their announcement and guidance regarding federal high-speed rail funds.

Our vision for the "livable workable green destination" in Joliet includes housing, shops, restaurants, museums, playgrounds, entertainment, public space, and open lands, where automobiles are seldom if ever needed. This vision also includes strong systemic elements to promote the specific objectives identified by the Administration: (1) livable communities; (2) transportation network integration; (3) permanent jobs, particularly for disadvantaged areas; (4) training and other avenues to link disadvantaged population to these jobs; (5) environmental quality; and (6) energy efficiency.

It is our intention to ensure that high-speed rail service will make Joliet one of the nation's leading "livable workable green destinations." For example:

1. We will work with communities along the Chicago-St. Louis corridor and other experts in the field to ensure a consistent application of common criteria, standards, and performance measures necessary to meet the Administration's objectives (referenced above) – e.g. LEED certification, guidance from the EPA and the Energy Department, etc.

2. We will work with DCEO, the Urban Development Authority, other state agencies, and relevant training/education agencies to identify and leverage additional support to promote these objectives.

3. We will work with our legislators, local officials, and those communities along the Chicago-St. Louis corridor to develop, draft, and introduce substantive (non-budgetary) legislative proposals that will help us effectively meet the Administration's objectives regarding high-speed rail.

As I said, Kavanagh Grumley & Gorbold LLC is committed to making Joliet one of many livable workable green destinations along the Chicago-St. Louis corridor. If there is any other commitment that you need from us to promote this vision, please let us know. We look forward to a long and fruitful partnership with the State of Illinois and the United States in this exciting new venture and wish you luck as you champion the cause of high-speed rail.

Very truly yours,

KAVANAGH GRUMLEY & GORBOLD LLC

Bryan W. Kopman
Kavanagh Grumley & Gorbold LLC
Joliet, Illinois

JOLIET CITY CENTER PARTNERSHIP
A Division of the Joliet/Will County Center for Economic Development

Two Rialto Square, 116 N. Chicago St., Suite 101, Joliet, IL 60432-4204
(815) 723-1800 • FAX (815) 723-6972

September 23, 2009

Honorable Patrick Quinn
Governor
207 State House
Springfield, Illinois 62706

Dear Governor Quinn:

On behalf of the Joliet City Center Partnership, I would like to let you know that we are fully committed to helping you establish a series of "livable workable green destinations" along the Chicago-St. Louis Corridor. I am writing to confirm that we will do all in our power to promote the "public return on investment" objectives identified by President Obama and Secretary LaHood in their announcement and guidance regarding federal high-speed rail funds.

Our vision for the "livable workable green destination" in Joliet, Illinois includes housing, shops, restaurants, museums, playgrounds, entertainment, public space and open lands, where automobiles are seldom, if ever, needed. This vision also includes strong systemic elements to promote the specific objectives identified by the Obama Administration: (1) livable communities; (2) transportation network integration; (3) permanent jobs, particularly for disadvantaged areas; (4) training and other avenues to link disadvantaged populations to these jobs; (5) environmental quality; and (5) energy efficiency.

As a region with particularly high unemployment, we are especially heartened by the fact that President Obama wants to use high-speed rail service to promote jobs in economically disadvantaged areas.

It is our intention to ensure that high-speed rail service will make Joliet, Illinois one of the nation's leading "livable workable green destinations." For Example:

1) We are now working with the City of Joliet and Congresswoman Debbie Halvorson to secure funding to quickly promulgate a comprehensive plan that will capture the vision that we share with you and President Obama.

2) We are now revising our formal planning processes and documents to ensure that plans for maintaining and expanding transit services will result in full transportation network integration, particularly to ensure that high-speed rail visitors to our community can quickly travel to tourist sites, hotels and other local attractions.

3) We will work directly with DCEO. The Urban Development Authority, other state agencies, and relevant training/education agencies to identify and leverage additional support to promote these objectives.

4) We will work with Senator A.J. Wilhelmi and State Representative Jack McGuire and communities along the Chicago-St. Louis Corridor to develop, draft and introduce substantive (non-budgetary) legislative proposals that will help us effectively meet the Administration's objectives regarding high-speed rail. We expect that the legislation will be introduced in the early part of 2010.

As I said, the Joliet City Center Partnership is committed to making Joliet one of many "livable workable green destinations" along the Chicago-St. Louis Corridor. If there is any other commitment that you need from us to promote our shared vision, please let us know. We look forward to a long and fruitful partnership with the State of Illinois and the United States in this exciting new venture, and wish you every bit of luck as you champion the cause of high-speed rail.

Sincerely,

Thomas J. Mahalik, Vice President
City Center Marketing
Joliet City Center Partnership
Joliet, Illinois

TJM/cb

JOLIET Junior College

Office of the President

September 30, 2009

Governor Quinn
Office of the Governor
207 State House
Springfield, IL 62706

Dear Governor Quinn:

We are fully committed to helping you establish a series of "livable workable green destinations" along the Chicago-St. Louis Corridor. We are writing to confirm that we will do all in our power to promote the "public return on investment" objectives identified by President Obama and Secretary LaHood in their announcement and guidance regarding federal high-speed rail funds.

Joliet Junior College, the nation's first public community college, supports the concept of a "livable workable green destination" in Community College District 525. As a community college, JJC is uniquely positioned to be an integral part of the training and education needed to support high-speed rail service in our district.

If there is any other commitment that you need from us to promote our shared vision, please let us know. We look forward to a long and fruitful partnership with the state of Illinois and the United States in this exciting new venture, and wish you every bit of luck as you champion the cause of high-speed rail.

Sincerely,

Gena Proulx, Ph.D.
President

c: Robert Wunderlich, Chair
Board of Trustees

1215 Houbolt Road • Joliet, IL 60431-8938 • (815) 280-2207 • www.JJC.edu

Kankakee Community College
100 College Drive
Kankakee, IL 60901
p. 815.802.8100
f. 815.802.8101

August 20, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Letter of Support of
ARRA High Speed Rail Funding

Dear Administrator Szabo:

Please accept this letter as a display of Kankakee Community College's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act, as announced at their nationally-covered press conference of July 27, 2009.

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. Kankakee Community College in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

John Avendano

John Avendano, Ph.D.
President

Kaskaskia College
27210 College Road
Centralia, IL 62801
618-545-3000 www.kaskaskia.edu

August 24, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo,

Please accept this letter as a display of Kaskaskia College's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally-covered press conference of July 27, 2009

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. Kaskaskia College, in particular, stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

Dr. James C. Underwood
Kaskaskia College

KNOX
COLLEGE

2 East South Street
Galesburg, Illinois 61401-4999
www.knox.edu

OFFICE OF THE PRESIDENT
309-341-7211 Phone
309-341-7856 Fax

August 24, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo,

Please accept this letter as a display of Knox College's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally covered press conference on July 27, 2009.

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. Knox College in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state. Many Knox students travel to Galesburg by rail. They, as well as Knox faculty and staff, would benefit from high-speed rail.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environmental benefits that fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

Roger L. Taylor '63
President

Lewis & Clark COMMUNITY COLLEGE
"Empowering People"
5800 Godfrey Road • Godfrey IL 62035-2466

August 20, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo,

Please accept this letter as a display of Lewis and Clark Community College's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally-covered press conference of July 27, 2009

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. Lewis and Clark Community College in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

Dale T. Chapman, Ed.D.
President

618-466-7000 • IL 800-642-1794 • http://www.lc.edu

LINCOLN COLLEGE Normal

August 24, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo,

Please accept this letter as a display of Lincoln College-Normal's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally-covered press conference of July 27 2009.

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. Lincoln College-Normal in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will harness and sustain a recovering economy, as well as allowing more commuter students another alternative to reach our location.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

A. Gigi Fansler, Ph.D.
Executive Vice President

715 W Raab Road • Normal, IL 61761 • (800) 569-0558 • (309) 452-0500 • www.lincolncollege.edu/normal

KEITH SNYDER
MAYOR

DENISE K. MARTINEK
CITY CLERK

LESTER D. PLOTNER
CITY TREASURER

WILLIAM B. BATES
CITY ATTORNEY

CITY OF LINCOLN, ILLINOIS

700 Broadway St., P.O. Box 509, Lincoln, IL 62656

Named for and Christened by Abraham Lincoln, 1853 — Incorporated February 16, 1865

CITY COUNCIL MEETS FIRST AND THIRD MONDAY NIGHTS EACH MONTH

AN ILLINOIS CERTIFIED CITY

August 24, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo,

On behalf of the City of Lincoln, Illinois please accept this letter as an indication of my strong support of the State of Illinois' application for high-speed rail funding. At a press conference on July 27, 2009, eight Midwest Governors and Chicago Mayor Richard Daley announced their agreement to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act (ARRA). As the Mayor of Lincoln, I wish to lend my support for this effort.

ARRA funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. As a community located in the geographic center of Illinois, Lincoln is an important regional stop along the St. Louis to Chicago line. Our community will benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region. The creation of a high-speed rail between St. Louis and Chicago and beyond will create jobs, bolster tourism, and reduce highway traffic.

As you evaluate applications for ARRA funding, please consider the financial commitments of the State of Illinois and the other Midwestern States, as well as the important benefits to this region. We urge you to strongly consider the potential economic growth and environment benefits that fast, frequent, and reliable rail service will bring to our region. Thank you for your consideration.

Sincerely,

Keith Snyder
Mayor

Town of Normal

Office of the Mayor

August 24, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Mr. Szabo,

Please accept this letter as a display of the Town of Normal's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally-covered press conference of July 27, 2009

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. [Name of Organization] in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

Chris Koos

Chris Koos
Mayor

September 23,2009

Mr. Gary Hannig, c/o George Weber, Bureau Chief of Railroads
Illinois Department of Transportation
100 West Randolph Street; Suite 6-600
Chicago, IL 60601

Dear Mr. Hannig,

On behalf of the McLean County Chamber of Commerce, I am writing this letter to express support for the Illinois Department of Transportation's Track 2 application for funding made available through the American Recovery and Reinvestment Act (ARRA). Approval of this application would allow Illinois to move forward with its mission of providing fast, frequent, and reliable train service to as many communities as possible through the implementation of a 11 O-mph passenger service on the Chicago-St. Louis COlTidor. Funds provided through the approval of this application would allow the Illinois Department of Transportation to complete the final design and construction of track, signal, and other corridor upgrades, and to finance station improvements and new equipment for trains which would be part of the High Speed Rail.

The realization of this project would create jobs, strengthen and diversify our nation's transportation system, and assist in providing transportation alternatives to the citizens of McLean County and all of Illinois. This proj ect is strongly supported by those in our community, and we respectfully urge you to conSider the benefits it will present when evaluating this application.

Best Regards,

Charles M. Moore
Executive Director

210 S. East Street | P.O. Box 1586
Bloomington, IL 61702-1586
ph. 309.829.6344
fax 309.829.3940

www.mcleancochamber.org

MetropolitanPlanningCouncil

August 24, 2009

Mr. Joseph Szabo
Administrator
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo:

Please accept this letter from the Metropolitan Planning Council (MPC) in support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern states. MPC believes that strong transportation networks are an essential component to becoming a more competitive, sustainable region and transportation is the building block upon which interconnected, livable communities are established. The public benefits of the Midwest high-speed rail (HSR) system come not only in the form of economic gains, but also through the environmental benefits and measurable quality of life improvements.

A Midwest regional rail system will result in significant economic benefits by effectively linking the midwest's major economic centers, enhancing both transportation infrastructure as well as services. MPC is a strong advocate for locating workforce housing options near jobs and transit, to alleviate the jobs/housing mismatch. A lack of such options leads to lengthy commutes that choke our highways with congestion, increase pollution, and drain our wallets. The Midwest HSR system will provide service to over 100 Midwestern cities, giving access to approximately 80 percent of the region's 65 million residents. These enhanced connections will result in significant economic benefits and new Midwest jobs, connecting livable cities with the workplace.

MPC is mindful of the threats of global climate change and water shortages, and recognizes that any new infrastructure plan must reduce emissions, conserve and restore water supplies, and where possible, utilize green infrastructure by preserving natural ecosystems. Fortunately, in addition to economic benefits, the Midwest HSR system will deliver environmental benefits as well. HSR will offer an energy-efficient and cost effective alternative to air and automobile travel. Diverting travelers from air, bus, and car will lead to a reduction in carbon emissions, improved air quality, and decreased energy consumption. There will be fewer environmental impacts on both sensitive habitats as well as water resources like floodplains, streams and wetlands than investments in a highway or airport alternative.

Midwest HSR will not only connect livable cities, but it promises to improve the quality of life for residents as well. Increased train operations from HSR can positively change the character of the environment around stations. Improved service and new stations encourage development of nearby properties, as HSR lends itself to

140 South Dearborn
Suite 1400
Chicago, Illinois 60603

P 312 922 5616
F 312 922 5619
metroplanning.org

opportunities for transit-oriented development and complementary land uses. Because land development has primarily been centered on the automobile, shopping, jobs, services and housing are spread miles apart. Centering development along train lines will reduce the need to drive to reach major destinations and create a new magnet for clustered development.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern states, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economic engine for the 21st century.

Sincerely,

MarySue Barrett
President

OLIVET NAZARENE UNIVERSITY
BOURBONNAIS · ILLINOIS · 1907

Office of the President

August 18, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo,

Please accept this letter as a display of Olivet Nazarene University's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support Governor Quinn and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally-covered press conference of July 27, 2009.

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. Olivet Nazarene University in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy, as students are able come and go from campus as well as find employment in this industry.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits that fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

John C. Bowling
President

John C. Bowling, President
One University Avenue • Bourbonnais, Illinois 60914-2345
E-mail: jbowling@olivet.edu • Phone 815-939-5221 • Fax 815-939-7917

August 3, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo,

Please accept this letter as a display of Quincy University's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally-covered press conference of July 27, 2009

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. Quincy University in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

Robert A. Gervasi, Ph.D.
President, Quincy University

Regional Transportation Authority

175 W. Jackson Blvd.
Suite 1550
Chicago, IL 60604
(312) 913-3200
www.rtachicago.com

August 24, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Joe

Dear Administrator Szabo:

Please accept this letter as a display of the Regional Transportation Authority's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally-covered press conference of July 27, 2009

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. [Name of Organization] in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

Steve

Stephen E. Schlickman
Executive Director

RESPIRATORY HEALTH ASSOCIATION℠
of Metropolitan Chicago

1440 W. Washington Blvd., Chicago, IL 60607-1878 Phone: (312) 243-2000 Fax: (312) 243-3954 www.lungchicago.org

September 2, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo,

Please accept this letter as a display of Respiratory Health Association of Metropolitan Chicago's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally-covered press conference of July 27, 2009

Starting in 2015, new locomotives will be using technology to meet federal emission requirements that result in dangerous fine particulate soot emissions being cut by 90 percent, compared to locomotives made before that year. Moving forward with high speed rail investment in the Midwest, and paying special heed to the need to reduce fine particulate emissions in urban areas across the region – particularly those that now fail to meet minimal federal air quality standards like Chicago, St. Louis, Milwaukee, Madison, Indianapolis, Detroit, Cleveland, Columbus, Cincinnati, and Louisville - we urge you to require greater use of such clean technology in building the high speed train network.

While the potential to divert highway traffic and reduce related congestion is one way high speed rail can reduce air pollution, increased train traffic through urban areas could also add emissions in communities along those rails and in central city rail terminals. Yet cleaner air and increased rail traffic should not be thought of as mutually exclusive even where rail traffic will increase; technology is available in the form of new engines, innovative engine configurations, and exhaust after-treatment pollution controls that can nearly eliminate all harmful locomotive emissions. Some multi-engine locomotive configurations also hold potential promise for increased fuel economy and lower global warming emissions.

If done right, all Midwesterners living with lung and heart disease, who adversely affected by air pollution, could breathe easier with the development of a new high speed, clean and healthy intercity rail network. When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment health benefits that fast, frequent, clean and reliable rail service will bring to our region. With care, foresight and diligence, these projects will create a healthier environment for current and future generations in the 21st century.

Sincerely,

Brian Urbaszewski
Director of Environmental Health Programs

SOUTHERN ILLINOIS UNIVERSITY
EDWARDSVILLE

August 13, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Szabo:

Please accept this letter as a display of Southern Illinois University Edwardsville's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally-covered press conference of July 27, 2009.

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. Southern Illinois University Edwardsville in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits that fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

Vaughn Vandegrift
Chancellor

Office of the Chancellor, Rendleman Hall, Room 3316, Box 1151, Edwardsville, Illinois 62026-1151, 618/650-2475

2200 Weber Rd.
Crest Hill, IL 60403
(815) 207-4445
(815) 207-4446 Fax

Chairman
Judiciary Criminal Law

311 State Capitol
Springfield, IL 62706
(217) 782-8800
(217) 782-3213 Fax

Member
Judiciary Civil Law
Education
Agriculture & Conservation
Appropriations II

ILLINOIS STATE SENATE
A.J. WILHELMI
STATE SENATOR · 43RD DISTRICT

September 22, 2009

Dear Governor Quinn:

We are fully committed to helping you establish a series of "livable workable green destinations" along the Chicago-St. Louis Corridor. We are writing to confirm that we will do all in our power to promote the "public return on investment" objectives identified by President Obama and Secretary LaHood in their announcement and guidance regarding federal high-speed rail funds.

Our vision for the "livable workable green destination" in Joliet includes housing, shops, restaurants, museums, playgrounds, entertainment, public space, and open lands, where automobiles are seldom if ever needed. This vision also includes strong systemic elements to promote the specific objectives identified by the Obama Administration: (1) livable communities; (2) transportation network integration; (3) permanent jobs, particularly for disadvantaged areas; (4) training and other avenues to link disadvantaged populations to these jobs; (5) environmental quality; and (6) energy efficiency. As a region with particularly high unemployment and poverty, we are especially heartened by the fact that President Obama wants to use high-speed rail service to promote jobs in economically disadvantaged areas.

It is our intention to ensure that high-speed rail service will make my hometown of Joliet one of the nation's leading "livable workable green destinations."

We are committed to making Joliet one of many livable workable green destinations along the Chicago-St. Louis corridor. If there is any other commitment that you need from me to promote our shared vision, please let me know. I look forward to ensuring that Joliet maintains a long and fruitful partnership with the State of Illinois and the United States in this exciting new venture, and wish you well as you champion the cause of high-speed rail.

Sincerely,

A.J. Wilhelmi
State Senator – 43rd District, Joliet

Brotherhood of Maintenance of Way Employes Division
of the International Brotherhood of Teamsters

Freddie N. Simpson
President

Perry K. Geller, Sr.
Secretary-Treasurer

September 25, 2009

Honorable Patrick Quinn
Governor
207 State House
Springfield, IL 62706

Dear Governor Quinn,

On behalf of the members of The Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters I would like to thank you for your support of the working men and women of Illinois up to this point in your tenure as Governor. As we look to the future of High Speed Rail and the possible career opportunities it may provide we ask for your support in ensuring that the people who will upgrade and build the HSR infrastructure are the professional, hard-working members of our organization.

Our union has a proud history of protecting the rights of the hard working men and women who have built and maintained the Nation's railroads. However over the years through deregulation and lax oversight private contractors have permeated nearly every aspect of our profession. While we wage a continuous, time consuming, battle this assault on our working lives goes on. While we are expected (mandated) to follow the railroad's and FRA rules and regulations it would seem that private contractors are exempt from responsibility when they fail to abide by these same regulations. As a Labor Representative I can cite numerous examples of private contractors' blunders resulting in near and actual incidents that result in disciplinary action to our members while private contractors continue to haphazardly attempt to maintain some sort of professionalism. For many of these people employed by contractors their jobs are transient at best and seldom turn into full time employment.

The members I represent and lobby for are expected to follow rules and regulations to the letter with any deviations resulting in discipline up to and including dismissal. We are held to a high standard of professionalism and compliance that private contractors seem to simply ignore. If we are to upgrade tracks for HSR specs it would behoove those who make the construction decisions to keep in mind the precious cargo that these tracks will carry. Safety should not be compromised with nothing but the almighty dollar as an excuse to skirt regulations that have been written in our blood.

Tim Petty
Illinois State Legislative Director

PO Box 1250
Tinley Park, IL 60477-8050

Telephone 708-429-4454
Facsimile 708-429-4454
Cell 312-287-3038

While I expect private contractors to be a part of the HSR upgrade equation I believe with your help we can minimize their impact without compromising work and infrastructure integrity. With your assistance we can legislatively weed out some incentives for their presence on the Nation's railroad properties. I would propose that legislation be introduced that compels contractors to pay into the Railroad Retirement Board pension fund. If they are allowed to do our work they should not be allowed to undermine our retirement potential. This is one major reason the railroads use contractors as it relieves them of paying into Railroad Retirement in a responsible manner. If the railroads do the right thing by hiring and maintaining a professional, organized workforce this injustice is automatically corrected.

Once again, thank you for taking an interest in the HSR issue and I look forward to working with you to ensure that the pending rail upgrades are made by a responsible, protected, and organized workforce who can expect long term employment building and maintaining the infrastructure that will carry America's most precious cargo: it's people.

Sincerely,

Tim Petty

Tim Petty
Illinois State Legislative Director
Brotherhood of Maintenance of Way Employees Division
Of the International Brotherhood of Teamsters

UNIVERSITY OF ILLINOIS
AT SPRINGFIELD

Office of the Chancellor
563 Public Affairs Center
One University Plaza
Springfield, IL 62703-5407

August 20, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo,

I want to lend my support and that of the University of Illinois at Springfield to applications for high-speed rail funding made by the State of Illinois and seven other Midwestern states.

UIS supports the governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act. Former Congressman Ray LaHood, now Secretary of Transportation, and President Obama were regular visitors to Springfield and our campus previously in their careers.

The University of Illinois at Springfield will benefit significantly from the development of a high-speed rail system because many of our students live in the Chicago region and could get back and more much more efficiently.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to consider the benefits that high-speed rail would bring to our region and higher education in central Illinois.

Thanks for your consideration.

Sincerely,

(electronically signed)

Richard D. Ringeisen
Chancellor

Cc: Mayor Richard Daley
Senator Richard Durbin

JESSE L. JACKSON, JR.
2ND DISTRICT, ILLINOIS

COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEES:

LABOR-HEALTH AND
HUMAN SERVICES-EDUCATION

FOREIGN OPERATIONS, EXPORT FINANCING
AND RELATED PROGRAMS

Congress of the United States
House of Representatives
Washington, DC 20515—1302

September 22, 2009

Secretary Gary Hannig
Illinois Department of Transportation
c/o Mr. George Weber
Bureau Chief of Railroads
100 West Randolph Street, Suite 6-600
Chicago, Illinois 60601

Dear Secretary Hannig:

I write in support of two Track 2 grant applications funded through the American Recovery and Reinvestment Act (ARRA) and submitted by the Illinois Department of Transportation (IDOT).

One grant would provide High Speed Rail Corridors and Intercity Passenger Rail Service operating at 110-mph on the Chicago-St. Louis corridor. Specifically, the funding would be used for final design and construction of the track, signal and other corridor upgrades, station improvements, and new equipment.

The other grant would provide for passenger rail service between Chicago and Iowa City, and between Chicago and Dubuque. These funds would support continued environmental analysis and track infrastructure construction, layover facility construction and station improvements.

Both projects would create jobs and strengthen our nation's rail system. Thus, I urge you to give these grant requests full consideration consistent with applicable guidelines.

If I can be of further assistance, please do not hesitate to contact me or my Manager of Grants and Special Projects, Ms. Mimi Mesirow, at (708) 798-6000. Thank you in advance for your time and consideration in this matter.

Sincerely,

Jesse L. Jackson, Jr.
Member of Congress

2419 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-1302
(202) 225-0773

2120 EAST 71ST STREET
CHICAGO, IL 60649
(773) 241-6500

17926 SOUTH HALSTED
HOMEWOOD, IL 60430
(708) 798-6000

PHIL HARE
17TH DISTRICT, ILLINOIS

428 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515–1317
PHONE: (202) 225–5905
FAX: (202) 225–5396
http://hare.house.gov
(Email through Website)

SENIOR WHIP
REGIONAL WHIP

Congress of the United States
House of Representatives
Washington, DC 20515–1317

EDUCATION AND LABOR COMMITTEE
SUBCOMMITTEE ON HEALTH, EMPLOYMENT, LABOR, AND PENSIONS
SUBCOMMITTEE ON WORKFORCE PROTECTIONS

TRANSPORTATION AND INFRASTRUCTURE COMMITTEE
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT

September 30, 2009

Secretary Gary Hannig
Illinois Department of Transportation
c/o George Weber
Bureau Chief of Railroads
100 West Randolph St. Ste. 6-600
Chicago, IL 60601

Dear Secretary Hannig,

I write to you today to express my support of the High Speed Intercity Passenger Rail (HSIPR) applications being submitted by the Illinois, Iowa and Missouri Departments of Transportation (DOT) for funding made available through the American Recovery and Reinvestment Act (ARRA).

While I believe that all of these applications are essential to the development of the Midwest Regional Rail System, I want to convey my strong support for two applications that will have a profound economic impact on West Central Illinois –the Chicago to Quad Cities to Iowa City passenger rail corridor, and the Chicago to St. Louis high speed rail corridor.

Currently there is no rail service between Chicago and the Quad Cities. Nor is there rail service connecting either of these metropolitan areas with Iowa City. That is why I strongly support the joint Iowa-Illinois application for the Chicago-Quad Cities-Iowa City route. Ridership along this route is projected at 187,000 annually. The direct economic impact in the Quad Cities alone will create 550-825 jobs, increase household income by $11-16 million, and increase property values by $55-72 million.

There is also a tremendous need for high speed rail service between Chicago and St. Louis. Amtrak's Lincoln Service, which currently runs between the two cities, saw a record-breaking 57% increase in ridership in 2007-2008. The joint Missouri-Illinois application for high speed rail service will cut the travel time between the two cities by one and a half hours. Every city along the route, including the capital of Illinois, Springfield, will see improved economic development and quality of life by being part of this vibrant high-speed transportation corridor.

PLEASE REPLY TO:

☐ 2001 52ND AVENUE, #5
MOLINE, IL 61265
(309) 793–5760

☐ 261 NORTH BROAD, #5
GALESBURG, IL 61401
(309) 342–4411

☐ 236 NORTH WATER STREET, #765
DECATUR, IL 62523
(217) 422–9150

☐ 210 NORTH BROAD
CARLINVILLE, IL 62626
(217) 854–2290

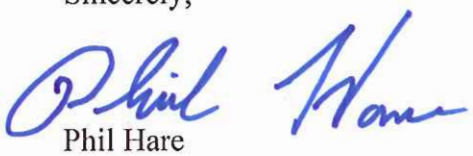
DISTRICT TOLL FREE: 800–322–6210

Approval of these applications would allow Illinois to move forward with its mission of providing fast, frequent and reliable train service to as many communities as possible. The implementation of these projects would help create jobs, strengthen and diversify our nation's transportation system and assist in providing environmentally friendly alternatives to the citizens of Illinois and our neighbors.

I respectfully urge you to give strong consideration to these applications.

Thank you.

Sincerely,



Phil Hare
Member of Congress

TIMOTHY V. JOHNSON
15TH DISTRICT, ILLINOIS

AGRICULTURE
GENERAL FARM COMMODITIES AND RISK MANAGEMENT

TRANSPORTATION AND INFRASTRUCTURE
HIGHWAYS AND TRANSIT
RAILROADS, PIPELINES, AND HAZARDOUS MATERIALS

Congress of the United States
House of Representatives
Washington, DC 20515–1315

REPLY TO:
WASHINGTON OFFICE:
☐ 1207 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225–2371

DISTRICT OFFICES:
☐ 2004 FOX DRIVE
CHAMPAIGN, IL 61820
(217) 403–4690

☐ 202 NORTH PROSPECT ROAD
SUITE 203
BLOOMINGTON, IL 61704
(309) 663–7049

☐ 655 WEST LINCOLN
UNIT 8
CHARLESTON, IL 61920
(217) 348–6759

☐ 1001 MARKET STREET
SUITE 102
MOUNT CARMEL, IL 62863
(618) 262–8719

October 1, 2009

Secretary Gary Hannig
IDOT
Division of Public and Intermodal Transportation
100 West Randolph Street
Suite 6-600
Chicago, IL 60601

Dear Secretary Hannig:

I am writing this letter to urge support for High Speed Rail Corridors and Intercity Passenger Rail Service grants that have been made available through the American Recovery and Reinvestment Act for the Illinois Department of Transportation's Track 2 application. The Illinois DOT is seeking High Speed Rail Corridors and Intercity Passenger Rail Service (HSIPR) grants in order to implement 110-mph passenger service on the Chicago-St. Louis corridor which would bring high speed passenger rail service to Illinois. These funds will be used for design and construction of track, signal and other corridor upgrades, as well as funding station improvements and new equipment for trains.

The approval of this grant application would allow Illinois to move forward with its mission of providing fast and reliable train service to as many Illinois communities as possible. The implementation of this project will help to create jobs throughout Illinois, further strengthen our nation's transportation system, and provide transportation alternatives to citizens throughout Illinois and the Midwest region.

This project is supported by my constituents in the Fifteenth Congressional District, and I respectfully urge you to consider the benefits that high speed rail will bring to Illinois.

Sincerely,

Timothy V. Johnson
Member of Congress

From the Office of
Michael P. Collins
Village President

September 28, 2009

Governor Patrick Quinn
Office of the Governor
207 State House
Springfield, IL 62706

Dear Governor Quinn:

The Village of Plainfield supports bringing high speed rail to Will County, Joliet, and the surrounding region. We're excited for the benefits it will bring and for the future of our communities. We are fully committed to helping you establish a series of "livable workable green destinations" along the Chicago-St. Louis Corridor. We are writing to confirm that we will do all in our power to promote the "public return on investment" objectives identified by President Obama and Secretary LaHood in their announcement and guidance regarding federal high-speed rail funds.

Our vision for a "livable workable green destination" in the Village of Plainfield includes housing, shops, restaurants, museums, playgrounds, entertainment, public space, and open lands, where automobiles are seldom if ever needed, especially in Downtown Plainfield. This vision also includes strong systemic elements to promote the specific objectives identified by the Obama Administration: (1) livable communities; (2) transportation network integration; (3) permanent jobs, particularly for disadvantaged areas; (4) training and other avenues to link disadvantaged populations to these jobs; (5) environmental quality; and (6) energy efficiency.

Transportation Network Integration:
In November, 2009, PACE Suburban Bus Service will begin providing bus service to Village of Plainfield, via an extension of the existing Route 855, known as the I-55 Flyer, and the new Route 755. These routes would provide express bus service from Plainfield to downtown Chicago with limited stops in Bolingbrook and Burr Ridge and would allow for access to connecting Pace and CTA services. As the proposed park-n-ride location in Downtown Plainfield will also be a node on the PACE routes that originate in Downtown Joliet, we believe that there is an indirect benefit to our community for those citizens who wish to travel via bus to Downtown Joliet, and who might utilize high speed rail service for travel between Chicago and St. Louis. To that end, the Village of Plainfield also supports the City of Joliet's proposed Multi-Modal Regional Transportation Center, which will provide automobile, bus, rail, and pedestrian transportation linkages that serve our residents.

24401 W. Lockport Street Plainfield, IL 60544
Phone (815) 436-7093 Fax (815) 436-1950 Web www.plainfield-il.org

Livable Communities/Environmental Quality/Energy Efficiency:
In 2007, the Village of Plainfield adopted a "Green Village" Program which is an ecologically friendly initiative that incorporates a variety of plans and ordinances determined to be sensitive to the needs of the environment through new development and day-to-day activities in the Village of Plainfield. The "Green Village" initiative evolved due to the nationally rising green movement and the Village's desire to practice environmentally friendly best management practices and to commit to urban sustainability. Examples of Plainfield's commitment to the environment include our participation in the U.S. Mayors' Climate Protection Agreement; our ongoing effort to develop a Climate Action Plan; and our environmental programs pursuant to the federal Energy Efficiency and Conservation Block Grant program.

Again, the Village of Plainfield is committed to making our community one of many livable workable green destinations along the Chicago-St. Louis corridor. If there is any other commitment that you need from us to promote our shared vision, please let us know. We look forward to a long and fruitful partnership with the State of Illinois and the United States in this exciting new venture, and wish you every bit of luck as you champion the cause of high-speed rail.

Sincerely,

Michael P. Collins
Village President

cc: Board of Trustees
Brian P. Murphy, Village Administrator

WESTERN
ILLINOIS
UNIVERSITY

August 18, 2009

Mr. Joseph Szabo
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo,

Please accept this letter as a display of Western Illinois University's support of applications for high-speed rail funding made by the State of Illinois and seven other Midwestern States. We support the Governors and Chicago Mayor Richard Daley, who agreed to create a Midwest rail steering group to coordinate applications for funding under the American Recovery and Reinvestment Act as announced at their nationally-covered press conference of July 27, 2009.

This funding will help build a rail network that will improve the economic, environmental, and sustainable future of the Midwest. Western Illinois University in particular stands to benefit significantly from the development of a high-speed rail system and improvements to the intercity rail system in our state and region in that thousands of new well-paid jobs will buttress and sustain a recovering economy.

When evaluating applications for ARRA and appropriations funding from Illinois and other Midwestern States, we urge you to strongly consider the potential economic growth and environment benefits fast, frequent and reliable rail service will bring to our region. These projects will make the Midwest a truly world-class economy in the 21st century.

Sincerely,

Al Goldfarb
President

cc: Dave Steelman, Assistant to the President for Governmental Relations

Office of the President
Sherman Hall 209, 1 University Circle, Macomb, IL 61455-1390
Tel 309.298.1824 Fax 309.298.2089

September 29, 2009

Governor Pat Quinn
Address
City, State, Zip

Dear Governor Quinn:

The Chicago Transit Authority (CTA) supports the State of Illinois' application for funding for high speed and inter-city rail initiatives. The CTA actively supports the effort to promote transit-oriented, livable communities. As a part of this commitment, CTA endorses pursuing the Five Priorities outlined in US Department of Transportation's "Vision for High Speed Rail in America", when planning future community development and service for the high speed rail initiative.

The CTA will participate, along with its partners in the region, to review and revise plans, ordinances, policies, and practices regarding land use, financing, tax incentives, training, and resource allocation. The goal would be to ensure the adoption of best practices to promote the Five Priorities and allow all parties to take full advantage of sustainable development opportunities provided by a high-speed or intercity passenger rail stations and the transportation network it serves.

The CTA is currently pursuing a number of transit-oriented development opportunities in its service area and would enjoy expanding its scope to include connecting high speed rail service with the existing transit network in our region.

We look forward to working with the State of Illinois to bring high speed rail to the city of Chicago and the Midwest Region.

Sincerely,

Richard L. Rodriguez
President

I-GO Car Sharing:
Incorporating High-speed Rail and Car Sharing

PROGRAM OVERVIEW
October 2009

The proposed high-speed rail line can incorporate car-sharing services provided by innovative Chicago area non-profit I-GO Car Sharing. Car-sharing vehicles can be made available along each stop of the proposed rail line, thereby increasing ridership while providing improved and enhanced mobility to passengers.

NOTICE: The proposal set forth herein does not entail the purchase of any goods or services by the State of Illinois. I-GO is a private company and is not part of Illinois's applications with FRA. This case study is to demonstrate how high-speed and intercity rail passengers who have reached their destination city can utilize available private car sharing services already operating in Illinois to reach any final destination accessible to public transit. Services could be provided to rail operator by I-GO as part of a case study into the financial and practical feasibility of linking a shared-car system to inter-city passenger rail service.

I-GO Car Sharing is an independent 501(c)(3) established in 2002 by the Center for Neighborhood Technology that offers Chicago area residents an alternative form of affordable, convenient mobility through the use of shared vehicles. Individuals, families and businesses can purchase memberships for self-access usage of every car in I-GO's low-emission fleet, which extends across more than 30 neighborhoods in the city and suburbs, and would expand to include all train stops along the proposed high-speed rail line. The result: extending the reach of the train line and providing additional flexibility to passengers.

Car sharing can be an important amenity for those riding high-speed rail as well as for those living in areas around high-speed rail stops. Car sharing can reduce the need to own a car for individuals with moderate driving needs, allowing them to rely on rail for their long-distance trips; public transit, biking, and walking for their daily commute; and car sharing for shorter trips like errands, social occasions, and local appointments. As members turn to car sharing and give up vehicles, they increasingly walk, bike and use public transit for their travel needs. Similarly, by cultivating car-sharing members in communities close to the proposed rail stops, the incentive to use both I-GO vehicles and the adjacent, fast, efficient rail line will increase.

Take the example of Chicago businesswoman Lucie, who is traveling to Joliet to meet with several different prospective customers. Lucie travels via high-speed rail, arriving in Joliet within an hour, saving her the cost and hassle of driving a car and having added time to read while on the train. When she arrives in Joliet she walks to a shared I-GO car, conveniently located at the station. I-GO members are able to reserve a vehicle over the phone or online. In this case, Lucie has made her reservation while on the train using I-GO's mobile phone application. She holds her smart card over a device on the driver's side dashboard which reads her card and unlocks the doors. The keys are in the glove box along with a gas card. I-GO pays for the gas, insurance, reserved parking spot, and maintenance.

Lucie returns to Chicago with an important contract, which she needs her boss to sign immediately. Lucie's office, located on the southwest side, is two bus rides away, but Lucie can still meet her tight

deadline. She makes another reservation with I-GO and jumps into a shared car located at the Chicago train station. Lucie gets to the office and has the contract signed with time to spare.

Now that Lucie is accustomed to the benefits of car sharing she recommends it to her friends and business partners. The business partners from Joliet travel to Chicago often. Their company signs up for a business plan with I-GO. Company employees travel to Chicago using high-speed rail, then utilize I-GO cars to move about the city upon arrival. Lucie also recommends I-GO to an attorney she knows who often travels to Springfield to meet with various legislators. Finding I-GO convenient and easy to use, her friend soon sells his vehicle and relies solely on high-speed rail for his commute to Springfield.

Lucie no longer needs to own a vehicle to make her business trips to Joliet or any other location along the high-speed rail line. Now Lucie pays only for the driving she needs to attend her various meetings around Joliet while she relies on high-speed rail for the rest of her travel. Lucie's case is just one way car sharing contributes to a more robust high-speed rail line.

Surveys of I-GO members have found that 40% of I-GO members find they no longer need to own a car. On average each I-GO vehicle is responsible for removing 14 vehicles from Chicago's roads; total emissions reductions for 2009 are expected to reach approximately 17,675 metric tons. Additionally, I-GO provides an annual savings across its membership of more than $16 million.

I-GO works to remain at the cutting edge of sustainable transportation solutions, continually updating its fleet and operations to provide the most environmentally friendly options to its members. For instance, I-GO has already begun adding plug-in hybrid electric vehicles (PHEVs) to its fleet, with plans to add many more PHEVs over the next year. As I-GO moves forward, it looks to develop electric vehicle infrastructure throughout the region. Solar-powered charging stations at I-GO parking locations will not only allow members to drive vehicles cheaply and with little environmental impact; they will also increase the capacity of electric vehicles used by local government, businesses and individuals.

I-GO Car Sharing also partnered with the Chicago Transit Authority in 2009 to create the Chicago Card Plus/I-GO Card. This joint transit smart card provides access to both Chicago public transportation and car sharing vehicles, making travel more convenient for members and vividly demonstrating the connection between public transportation and car sharing. A similar program is proposed for Illinois high-speed rail: Members joining I-GO Car Sharing will be given the option to have a card integrating access to I-GO vehicles, high-speed rail trip purchases, and the services of any other cooperating transit agency or service provider.

High-speed rail and car sharing provide travel options that are efficient and complementary. In combination, these two modes of travel are mutually reinforcing. Providing car sharing along high-speed rail stops allows riders to increase their reliance on high-speed rail, leading to greater volume in ridership and improved mobility for riders traveling on high-speed rail in Illinois.